



# **ALASKA MOTOR VEHICLE COLLISION REPORT (12-200) INSTRUCTION MANUAL**

## **Participating Agencies:**

Alaska Department of Public Safety  
Alaska Department of Transportation & Public Facilities  
Alaska Division of Motor Vehicles  
Alaska State Troopers  
Anchorage Police Department  
Homer Police Department  
Municipality of Anchorage  
Whittier Police Department

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# 12-200 Instruction Manual

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## INTRODUCTION

The State of Alaska Motor Vehicle Collision Report Form, 12-200 is to be used by all law enforcement officers to report motor vehicle crashes in Alaska.

A reportable motor vehicle traffic crash must meet one of the following criteria (AS 28.35.080):

1. Resulted in a fatality as a result of the crash, or
2. A non-fatal personal injury as a result of the crash, or
3. Total property damage amounting to \$2,000 or more, as a result of the crash.

When you, as a law enforcement officer submit a report on a motor vehicle crash, you provide valuable data to many different groups of people working to make Alaska streets and highways safer. Some users of the data may include the municipal engineer planning to resurface a road, the city consultant developing safe school routes, or the public works director applying for a state grant for reconstructing a hazardous intersection. It is important that you are also aware of some of the state level uses of this data, such as enforcement of Alaska's financial responsibility law by the Division of Motor Vehicles (DMV).

In addition to borough and city officials, other users of crash data include the university researcher studying the problems of older drivers, the automobile manufacturer evaluating a design, or the people at all levels of the public and private sectors that support law enforcement's efforts to combat drunk driving. Their progress in highway traffic safety reaches into each officer's community.

Traffic crash reports are subject to be viewed by attorneys, judges, insurance companies and the general public. Crash prevention programs and successful prosecution in court are both dependent upon proper and complete crash investigation and report writing. Subsequent levels of investigation rely on the quality of the information contained in the 12-200. The location of the crash, the road condition at the time of the crash and the other evidence at the scene cannot be re-created, unless these things are documented by the officer during the initial investigation. Therefore, the information contained in this report should be as accurate and complete as possible.

The National Highway Traffic Safety Administration (NHTSA) defines a motor vehicle traffic crash investigation as *"The thorough examination of all elements contributing to the crash, resulting in a well-founded explanation of the series of events which occurred based upon the factual data."* Only you, as the investigating officer can collect timely information at the crash scene and provide the experience, objectivity and professionalism needed to represent the public's interest. As the source, you are **THE** key to useful quality data entering both local and state systems.

### **THE ROLE OF THE DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES (DOTIPF) and the Traffic Safety Perspective**

DOT/PF is the primary custodian of collision data. The department maintains a statewide database containing several years' worth of data on all reported collisions, either police generated (12-200) or driver generated (12-209). DOT/PF uses collision data for a number of reasons.

What is the reason for collecting all of this data and who uses this information? Some officers believe that this information is primarily for insurance companies to try to determine collision fault, and therefore, decide whether or not to pay a claim. Collision data is frequently used for this purpose. However, this data is used for much more than insurance investigations and/or lawsuits. There are many users of the collision data collected on the 12-200 form that you may not be aware of. Among the data users are:

- Department of Transportation & Public Facilities,
- The Alaska State Troopers Bureau of Highway Patrol
- Division of Motor Vehicles (DMV)
- The Alaska Highway Safety Office
- The Alaska Court System
- Other Municipalities and Boroughs including the Municipality of Anchorage,
- National Highway Traffic Safety Administration (NHTSA)
- Consulting Engineers working for various government agencies,
- Public Health and EMS personnel
- Attorneys representing both plaintiffs and defendants,
- General Public through data requests,
- And many other users.

Crash data from the 12-200 and 12-209 forms is the primary crash data source used for:

- Alaska's Strategic Highway Safety Plan.
- Establishment of Alaska's Traffic Safety Corridors.
- Alaska Bureau of Highway Patrol
- Preparation of the annual Alaska Highway Safety Improvement Program (HSIP).
- Alaska Traffic Accidents Annual Report
- Fatality Analysis Reporting System (FARS).

### **ROUTING COMPLETED 12-200 REPORTS**

Route one copy of completed 12-200 report forms to the Division of Motor Vehicles. Maintain a copy for your files. In addition, a draft of all fatality crash reports must be submitted within ten days and then final reports also sent to:

**DOT&PF Division of Program Development**  
**Alaska Highway Safety Office**  
3132 Channel Drive  
Juneau, AK. 99801  
Attn: FARS



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Once DMV receives completed 12-200 and 12-209 Citizen reports, they inspect them and follow up on whether drivers are properly licensed, whether the vehicles were properly registered, and whether the vehicles were properly insured. DMV then takes action against those operators and owners who are not in compliance with these requirements. DMV does this whether or not a citation is issued to a driver.

The 12-200 and 12-209 reports next go to DOT/PF to be entered in the statewide crash database. This data is used for statistical analysis and directly results in projects intended to achieve a reduction in motor vehicle crashes, - which will result in less need for law enforcement response to crashes.

### **COMPLETING THE 12-200 REPORT FORM**

At first glance, completing the 12-200 appears to be a rather large undertaking, requiring an officer to fill out a minimum of six pages, possibly more, depending on the type of crash, number of vehicles involved and/or number of people involved. However, the 12-200 has been designed to save the officer time. There is only one form to complete for a crash. The officer enters the appropriate selection into the box provided for each field.

The 12-200 has five primary sections – Crash Information, Description and Diagram; Motor Vehicle; Person; Charges; and Witnesses.

#### Crash Information, Description and Diagram

The Crash Information, Description and Diagram section is used to document basic crash data including the date, time, location, a brief description of the crash, and the crash diagram. There should be only one Crash Information, Description and Diagram for each crash.

#### Motor Vehicle

The Motor Vehicle section is a two page section used to document information for one motor vehicle involved in the crash. Depending on the number of motor vehicles involved in the crash, there could be one or several Motor Vehicle sections for a crash.

#### Person

The Person section is a two page section used to document information for one person involved in the crash. A Person involved in the crash could be:

- a driver of a motor vehicle in transport,
- a passenger of a motor vehicle in transport,
- an unknown person type in a motor vehicle in transport,
- an occupant of a motor vehicle stopped in roadway within the trafficway,
- an occupant of a motor vehicle not in transport,
- an occupant of a non-motor vehicle transport device,
- or other non-motorist:
  - pedestrian
  - bicyclist
  - other cyclist
  - person on personal conveyance
  - person in/on building

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- other type of non-motorist

Depending on the number of persons involved in the crash, there could be none (i.e. an unoccupied motor vehicle rolls and strikes another motor vehicle) or several Person sections for a crash.

### Charge

The Charge section is a single-page section used to document up to 10 charges as a result of this crash. Depending on the number of charges, there could be none or several Charge pages for a crash.

### Witness

The Witness section is a single-page section used to document up to 12 witnesses to this crash. Depending on the number of witnesses involved, there could be none or several Witness pages for a crash.

To complete the form, refer to the field definitions on the following pages.

Note: Electronic version of this report will display differently. The options for each field will not be displayed. Only the options selected will be printed out, making the report considerably shorter.

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**General Provision**

**GENERAL PROVISIONS**

- Select the UNKNOWN or Not Applicable options when applicable rather than leave a field blank.
- Commercial vehicle related crashes SHOULD be reported on a 12-200. An exception would include a single vehicle collision with a moose where law enforcement would not normally respond.
- Parked motor vehicles. When a parked motor vehicle is involved, include registered owner information for that motor vehicle.
- Each field should be filled out legibly.

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**Header – Field Definitions**

**HEADER – FIELD DEFINITIONS**

**FIELD 1 – SR#**

SR #  
\_\_\_\_\_

State Record Number - this field is for the Department of Transportation (DOT) and is only to be used by DOT.

**FIELD 2 – INCIDENT / CASE #**

INCIDENT/CASE #  
\_\_\_\_\_

This field is for the reporting agency to record their report/case number. It is the unique identifier for a crash.

EXAMPLE: 11-12345

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**Officer / Agency Information – Field Definitions**

## **OFFICER / AGENCY INFORMATION – FIELD DEFINITIONS**

### **FIELD 3 – OFFICER NAME**

OFFICER NAME

Enter the first and last name of the officer completing the report.

### **FIELD 4 – OFFICER PERM ID**

OFFICER PERM ID

Enter the permanent identifier of the officer completing the report.

### **FIELD 5 – AGENCY**

AGENCY

Enter the agency of the officer completing the report.

### **FIELD 6 – REVIEWING OFFICER PERM ID**

REVIEWING  
OFFICER PERM ID

Enter the permanent identifier of the officer/supervisor approving the report.

### **FIELD 7 – REVIEW DATE**

REVIEW DATE

Enter the date the approving officer/supervisor reviewed the report.



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**Crash Information – Field Definitions**

**CRASH INFORMATION – FIELD DEFINITIONS****FIELD 8 – LAW ENFORCEMENT USE ONLY**

LAW ENFORCEMENT USE ONLY
--------------------------

This space is for use by law enforcement agencies only. Typical uses include special details such as activity code etc.

**FIELD 9 – CRASH DATE**

CRASH DATE
------------

Enter the number of the month (01-12), day of the month (01-31) and the calendar year (4 digit number) in which the crash occurred. Separate the month, day and year with a slash. (Example: 01/01/2001). Unknown crash date can be entered as 01/01/1900

**FIELD 10 – CRASH DAY**

CRASH DAY						
<input type="radio"/> Mo	<input type="radio"/> Tue	<input type="radio"/> Wed	<input type="radio"/> Thu	<input type="radio"/> Fri	<input type="radio"/> Sat	<input type="radio"/> Su

Select the appropriate day of the week that the crash occurred on.

**FIELD 11 – CRASH TIME UNKNOWN**

CRASH TIME UNKNOWN	<input type="checkbox"/>
--------------------	--------------------------

Check this box if the crash time is unknown.

**FIELD 12 – CRASH TIME**

CRASH TIME
------------

Enter the time the crash occurred using the 24 hour clock (00:00-23:59). Noon is 12:00; midnight is 00:00 and is considered the start of a new day. If time is unknown make sure that the CRASH TIME UNKNOWN checkbox in the previous field is checked and do not enter anything in this field.

EXAMPLE: 08:00 = 8:00 am, 20:30 = 8:30 pm.

## CRASH LOCATION

### FIELD 13 – LAT / LONG

LAT / LONG    N:    °   '   "    W:    °   '   "

Enter the geographic location of the crash in terms of latitude and longitude. To obtain the map datum, use Map Datum WGS 84 and display in the following format:  
Hddd°mm.mmm

Latitude Format: hdd'mm.mmm where h represents the hemisphere (N)orth or (S)outh, dd represents degrees from 0-89, (') represents the degree mark and mm.mmm represents minutes from 0-59.999. Note: "N8°.1" will be interpreted as "N08°00.100".

### FIELD 14 – CRASH CLASSIFICATION

This section is for identifying the ownership of the land where the crash occurred and the characteristics of the crash with respect to its location on or off a trafficway.

#### Property

Property:

01 - Public Property	<input type="checkbox"/>
02 - Private Property	
99 - Unknown	

The Property field is used to identify ownership of the land where the crash occurred.

**01 - Public Property** is used if this crash occurred and is entirely contained within a location that is owned by the public. Also select this option for crashes that originate on a location that is owned by the public where a harmful event occurs on private property. For example, a vehicle that departs the roadway and impacts a tree in a citizen's front yard should be classified as "public property."

**02 - Private Property** is used if this crash occurred and is entirely contained within a location that is NOT owned by the public. Do NOT use this option for crashes that originate on private property where a harmful event occurs on public property. That circumstance should be classified as "public property." For example, a crash where a driver loses control of their vehicle backing from their private driveway and impacts a vehicle on the roadway should be classified as "public property."

**99 - Unknown** is used when it is not known if the property where this crash occurred is public or private.

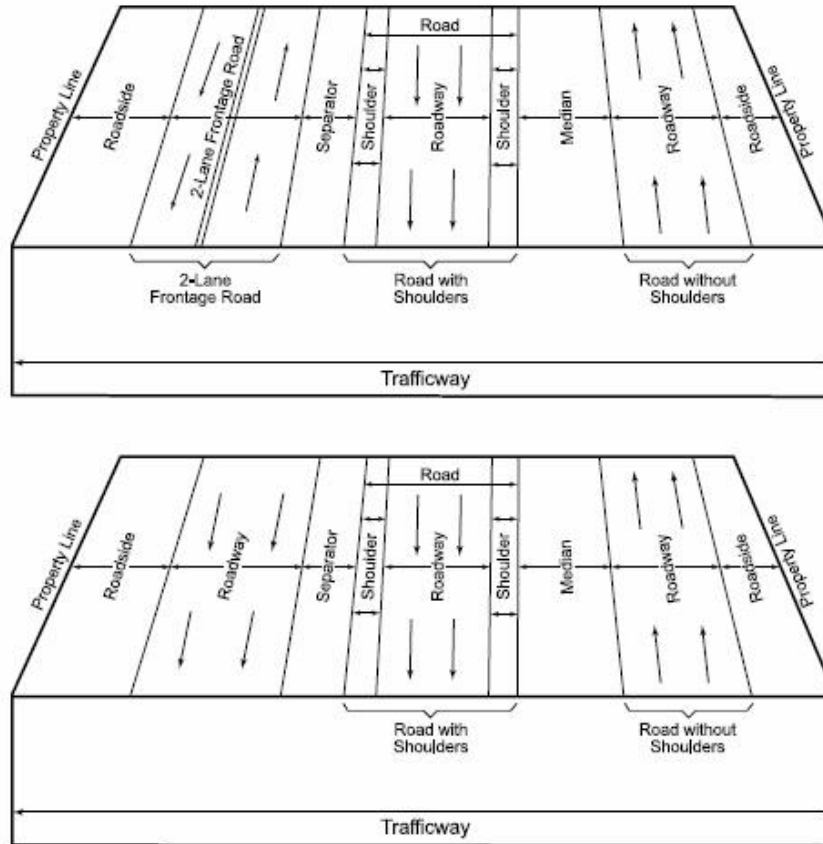
## Location

### Location:

- 01 - Trafficway, on Road
- 02 - Trafficway, not on Road
- 03 - Non-Trafficway



The Location field is used to identify the characteristics of the crash with respect to its location on or off a trafficway. See a diagram of the trafficway below:



**01 – Trafficway, on Road** is used if the unstabilized situation (see definition for unstabilized situation in [Appendix C](#)) for this crash originated on the roadway or shoulder or at least one harmful event occurred on the roadway or shoulder.

Example 1: A motor vehicle driving on a roadway runs off the road and crashes into a tree.

Example 2: A motor vehicle driving on a roadway crosses the centerline and crashes into another motor vehicle.

Example 3: A motor vehicle backs out of a private driveway, into the trafficway, and crashes into another motor vehicle on the roadway.

**02 – Trafficway, not on Road** is used if the unstabilized situation (see definition for unstabilized situation in [Appendix C](#)) for this crash did not originate on the roadway or shoulder and no harmful events occurred on the roadway or shoulder.

Example 1: A motor vehicle is purposely driving entirely on the roadside (within the trafficway), runs off the roadside and crashes into a tree.

Example 2: A motor vehicle is purposely driving entirely in the median and crashes into a traffic sign.

**03 - Non-Trafficway** is used if both of these conditions apply:

- (1) the unstabilized situation (see definition for unstabilized situation in [Appendix C](#)) originated outside the boundaries of the trafficway and
- (2) no harmful event occurred within the boundaries of the trafficway.

Example 1: A motor vehicle is driving in a parking aisle (outside the trafficway) and crashes into a parked motor vehicle.

Example 2: A motor vehicle is driving on a dirt trail (not a recognized trafficway), and overturns.

### ***In Parking Lot***

In Parking Lot ☐

Check this box if the crash occurred in a parking lot. Note that you can only check this box if “Non-Trafficway” was selected in the previous box.

## **FIELD 15 – CRASH CITY / PLACE**

CRASH CITY / PLACE

Enter the city/place (political jurisdiction) in which the crash occurred.

## **FIELD 16 – COUNTY / BOROUGH**

COUNTY / BOROUGH

Enter the county or equivalent entity in which the crash occurred.

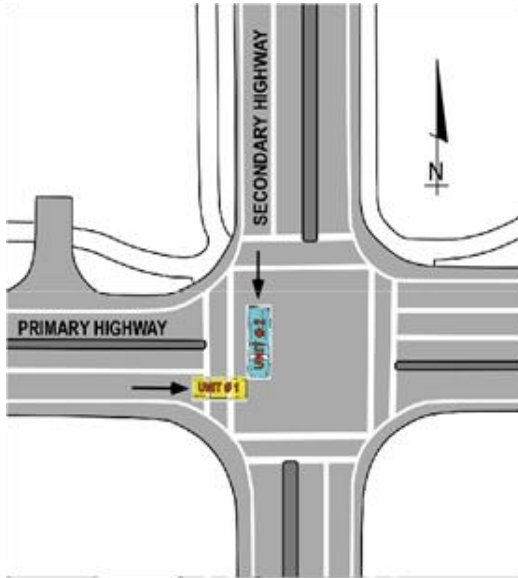
## **FIELD 17 – ON STREET OR HIGHWAY**

ON STREET OR HIGHWAY

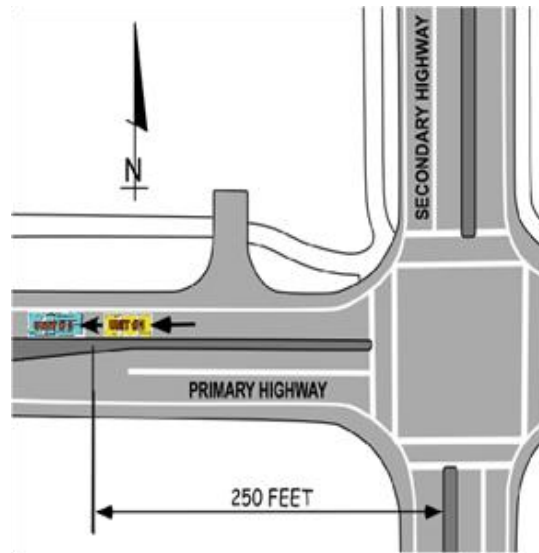
Enter the name of the primary street or highway on which the crash occurred. If the crash happened at an intersection, **enter the name of the street or highway as defined by the motor vehicle considered to be the most contributing to the crash.** If the most

contributing party to the crash is not a motor vehicle then enter the name of the street or highway of the motor vehicle involved in the crash.

If the crash occurred in a parking lot, put the name of the store in this field.



Example: Intersection Crash  
(Primary Street: East-West)  
Crash occurred in intersection



Example: Non-Intersection Crash  
With Intersection Distance Reference  
(250 feet west)

## FIELD 18 – DISTANCE

DISTANCE

\_\_\_\_\_

Enter the distance from the nearest reference point (intersection, bridge, mile post marker, etc.) If you fill out this field the crash cannot be at an intersection.

If the crash occurred at the intersection enter **N/A**.

## FIELD 19 – MEASUREMENT

MEASUREMENT

FT - Feet  
MI - Miles  
IN - At Intersection

Select the unit of measurement in which the crash's distance from the reference point (intersection, bridge, mile post marker, etc.) is measured and specified.

If the crash occurred in a parking lot select the **IN - At Intersection** option for this field. If you select this option make sure that the **Direction** field is set to **97 - N/A**.

**FIELD 20 – DIRECTION**

DIRECTION		
01 - N	05 - NE	
02 - E	06 - NW	
03 - S	07 - SE	
04 - W	08 - SW	
	97 - N/A	
	99 - Unknown	

Select the two-digit number corresponding to the direction on the roadway from the reference point (intersection, bridge, mile post marker, etc.). The options are **01- N**, **02 - E**, **03 - S**, **04 - W**, **05 - NE**, **06 - NW**, **07 - SE**, **08 - SW**, **97 - N/A** and **99 - Unknown**. Notice that this is not a compass direction but a direction consistent with the overall direction of the road.

Select **97 - N/A** only when the **Measurement** field is set to **IN - At Intersection**.

**FIELD 21 – FROM INTERSECTION WITH STREET / NEAREST STREET, BRIDGE, ETC**

FROM INTERSECTION WITH STREET/  
NEAREST STREET, BRIDGE, etc.

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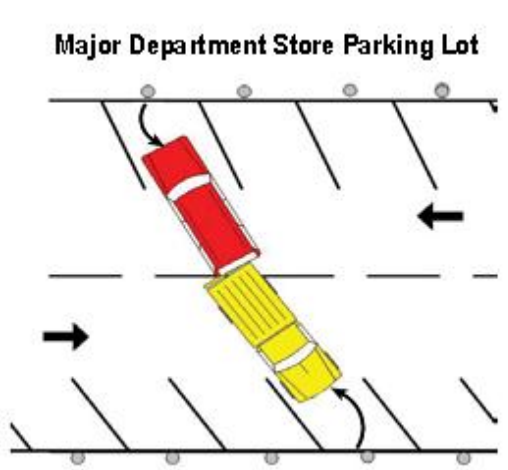


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Indicate the name of the intersecting street if the crash occurred at the intersection or the name of the nearest street, bridge, highway feature etc. from which measurements are taken.

If you are referencing a bridge, mile post marker, or other highway feature, type the name of the feature. Do not use street addresses.

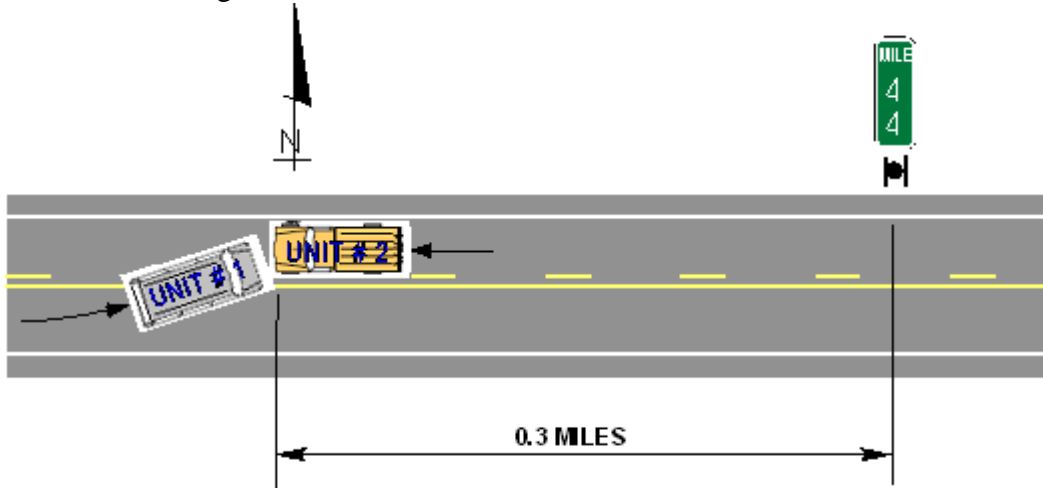
If the crash occurred in a parking lot enter “parking lot” in this field.



Example of parking lot crash where the **Name of Street or Highway** field is “MAJOR DEPARTMENT STORE” and the **From Intersection with Street/ Nearest Street, Bridge, etc.** field is “PARKING LOT”.

If the crash occurred in, at, or near a milepost marker, put the highway name in the **Name of Street or Highway** field, select **IN - At Intersection** option in the **Measurement** field

and write “milepost to the closest 0.10 mile” (example, Parks Highway MP 49.2) in the **From Intersection with Street/ Nearest Street, Bridge, etc.** field. Do not use distance from community, for example Seward Highway, 70 miles from Seward. Use MP when referring to an actual MP marker. Do not use MPXX reference for an historic location unless MP marker sign exists.



Example: Crash occurring 0.3 miles west of the “MP 44” marker

## FIELD 22 – PHOTOS TAKEN

PHOTOS TAKEN		<input type="checkbox"/>
00 - No	01 - Yes	

This field pertains only to law enforcement photos. Indicate whether photos of the crash were taken.

## FIELD 23 – NON-VEHICULAR PROPERTY DAMAGE

NON-VEHICULAR PROPERTY DAMAGE			<input type="checkbox"/>
00 - No	01 - Yes	99 - Unknown	

Indicate if damage occurred to private property. (Example: street light poles, traffic signal poles, guardrail, signs, trees, fences, mail boxes, etc.)

## FIELD 24 – MOST CONTRIBUTING UNIT KNOWN

MOST CONTRIBUTING UNIT KNOWN		<input type="checkbox"/>
00 - No	01 - Yes	

Indicate if the most contributing unit is known. The most contributing unit could be a motor vehicle, a motor vehicle occupant or passenger, a pedestrian, bicyclist, etc.



## FIELD 25 – TOTAL WITNESSES

TOTAL WITNESSES	<input type="text"/>
--------------------	----------------------

Enter the total count of witnesses to this crash. Do not leave this field blank. If no one witnessed the crash then enter **0**.

## FIELD 26 – TOTAL MOTORIZED UNITS

TOTAL MOTORIZED UNITS	<input type="text"/>
--------------------------	----------------------

Enter the total count of motorized units (motor vehicles, motorcycles etc.) involved in this crash.

You **MUST** enter a number greater than 0 in this field. There must be at least one motorized unit involved in order for this event to be considered a crash.

## FIELD 27 – TOTAL NON-MOTORIZED UNITS

TOTAL NON-MOTORIZED UNITS	<input type="text"/>
------------------------------	----------------------

Enter the total count of non-motorized units (pedestrians, bicyclists, other cyclists, persons on personal conveyance, persons in/on building, etc.) involved in this crash.

Enter **0** if no non-motorized units were involved in the crash.

## FIELD 28 – TOTAL MOTORISTS

TOTAL MOTORISTS <i>(person types* 01, 02, 09)</i>	<input type="text"/>
--	----------------------

Enter the total count of motorists. A person is a motorist if it is:

- A driver of a motor vehicle in transport
- A passenger of a motor vehicle in transport
- Unknown person type in a motor vehicle in transport (it is unknown if the person was the driver or a passenger in the vehicle).

Enter **0** if no motorists were involved in the crash (e.g., motor vehicle rolled down the hill without any persons on board).

NOTE: Persons in legally parked motor vehicles are **NOT** considered motorists.

**FIELD 29 – TOTAL NON-MOTORISTS**

<b>TOTAL NON-MOTORISTS</b> (person types* 03, 04, 05, 06, 07, 08, 10, 19)	<input type="text"/>
--	----------------------

Enter the total count of non-motorists (i.e. occupants of motor vehicles not in transport – legally parked, pedestrians, bicyclists, other cyclists, persons on personal conveyance, persons in/on building, etc.)

Enter **0** if no non-motorists were involved in the crash.

**FIELD 30 – FIRST HARMFUL EVENT**

<b>FIRST HARMFUL EVENT</b>	<b>Collision with Motor Vehicle In-Transport:</b>	<b>Collision with Fixed Object:</b>	<input type="text"/>
<b>Non-Collision:</b>	12 - Motor Vehicle In-Transport	17 - Boulder	39 - Wall
01 - Overturn/Rollover	54 - Motor Vehicle In-Transport Strikes or is Struck by	19 - Building	40 - Fire Hydrant
02 - Fire/Explosion	Cargo, Persons or Objects Set-in-Motion from/by	20 - Impact Attenuator/Crash Cushion	41 - Shrubbery
03 - Immersion, Full or Partial	Another Motor Vehicle In-Transport	21 - Bridge Pier or Support	42 - Tree (Standing Only)
04 - Gas Inhalation	55 - Motor Vehicle In Motion Outside the Trafficway	23 - Bridge Rail (Includes Parapet)	43 - Other Fixed Object
05 - Fell/Jumped from Vehicle		24 - Guardrail Face	46 - Traffic Signal Support
06 - Injured in Vehicle (Non-Collision)	<b>Collision with Non-Fixed Object:</b>	25 - Concrete Traffic Barrier	48 - Snow Bank
10 - Thrown or Falling Object	08 - Pedestrian	26 - Other Traffic Barrier	50 - Bridge Overhead Structure
07 - Other Non-Collision	09 - Pedalcycle	30 - Utility Pole/Light Support	52 - Guardrail End
44 - Pavement Surface Irregularity	10 - Railway Vehicle	31 - Other Post, Other Pole or Other Support	53 - Mail Box
(Ruts, Potholes, Grates, etc.)	11 - Live Animal:	32 - Culvert	57 - Cable Barrier
51 - Jackknife	14 - Parked Motor Vehicle	33 - Curb	58 - Ground
72 - Cargo/Equipment Loss or Shift	15 - Non-Motorist on Personal Conveyance	34 - Ditch	59 - Traffic Sign Support
	18 - Other Object (Not Fixed)	35 - Embankment	99 - Unknown
	45 - Working Motor Vehicle	38 - Fence	
	49 - Ridden Animal or Animal Drawn Conveyance		

Enter the first injury or damage-producing event that characterizes the crash type.

**Non-Collision:**

*Non-Collision events may occur before or after a collision event. They should not be coded as a separate event if they occur as part of a collision event.*

**Examples:**

- *A motorcycle strikes a deer, overturns and the rider becomes separated from the vehicle. Code the collision event, not the non-collision “Rollover/Overturn” and “Vehicle Occupant Fell from Vehicle” that occur as part of the collision event.*
- *One tractor/trailer rear-ends another tractor/trailer. The impact pushes the lead vehicle’s load into the back of the tractor cab with part falling onto the roadway. Code the collision event, not the non-collision “cargo-loss or shift” that occurred as part of the collision event.*

**01 - Overturn/Rollover** is used when a motor vehicle rotates (rollover) at least one quarter turn onto its side or end. For motorcycles, laying the motorcycle down on its side is sufficient to select **01 - Overturn/Rollover** as a harmful event if damage or injury is produced, even though *the* option Rollover is not applicable to motorcycles. **58 - Ground** is not to be selected when the harmful event is **01 - Overturn/Rollover**.

*If there is a 01 - Overturn/Rollover that begins in another location but involves a ditch or embankment (e.g., “rolled through the ditch”, “rolled down the embankment”, “came to rest against the embankment”), then the rule applies where if there is no*

*damage associated with an impact with the fixed object during the rollover, it is not included in the Crash Events. If there is indication that damage resulted from an impact with the fixed object, it is included in the Crash Events. This follows the same logic as striking a tree or another vehicle during an overturn.*

**Note:** For medium/heavy trucks with attached trailers by fixed linkage, when either the power unit or the trailer rolls over, the entire vehicle will be considered a rollover.

**SPECIAL INSTRUCTION:**

For articulated light vehicles, that are not commercial do not select **01 - Overturn/Rollover** if only the trailer portion of the combination overturns.

**02 - Fire/Explosion** is used for a vehicle fire or explosion that occurs during the crash sequence or as a result of the crash. As it pertains to the occurrence of **02 - Fire/Explosion**, the crash circumstances are not considered stabilized until the threat of damage to this vehicle, or injury consequences to the people in this vehicle, has ceased. Therefore, the crash sequence is not considered stabilized until all people in the vehicle have exited the vehicle and the scene has been declared safe by police or other authority. Fires that occur at a later time to vehicles abandoned at the scene (e.g., in open fields, on hillsides, etc.) or to vehicles removed from the scene to another location (tow yard, curbside, etc.) are not considered part of the crash sequence.

**03 – Immersion, Full or Partial** is used when an in-transport motor vehicle enters a body of water and results in injury or damage.

**04 - Gas Inhalation** includes injury or death as a result of toxic fumes, such as carbon monoxide fumes leaking from a motor vehicle in-transport.

**05 - Fell/Jumped from Vehicle** is used when a person in this vehicle falls or jumps (not suicide) from the vehicle causing injury. For example, a passenger of a motor vehicle in-transport leans against the car door, it opens and the passenger falls out; or a person riding on a vehicle's exterior (hood, roof, running board, etc.) falls or jumps, and is injured by the fall. If a person falls or jumps from a vehicle and is struck by that vehicle, use this option.

**06 - Injured in Vehicle (Non-Collision)** is used when a person in the vehicle is injured during an unstabilized situation (see definition for unstabilized situation in [Appendix C](#)) without a collision, excluding cargo/equipment loss or shift.

Examples:

Driver slams on brake, causing an unrestrained passenger to be injured. Driver makes a sharp turn causing driver to strike head on side window, knocking driver unconscious.

**07 - Other Non-Collision.** Select this option for non-collision events not captured in the listed non-collision options.

Example:

Damage to the vehicle produced by its own dislodged vehicle parts (including hood flying up and contacting the windshield).

**16 - Thrown or Falling Object** is used when any object (1) is thrown (intentionally or unintentionally) and impacts an in-transport vehicle, or (2) falls onto, into, or in the path of an in-transport motor vehicle. If a tree limb falls from a tree and is contacted by a car, select **16 - Thrown or Falling Object**. If a person maliciously throws an object off an overpass into traffic below, select **16 - Thrown or Falling Object**. This excludes contacts made by loads or objects set in-motion by a motor vehicle (see **54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport**).

**44 - Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)** is used when the pavement surface irregularity is on a roadway. If the impact is with a surface irregularity (e.g., ruts, potholes) not on a roadway use the **58 - Ground**.

**51 - Jackknife** applies to a condition that occurs to an articulated vehicle, (any vehicle with a trailing unit(s) connected by a hitch; e.g., truck tractor or single-unit truck with one or more trailers, articulated bus, car pulling a boat on a trailer, etc.) while in motion. The condition reflects a loss of control of the vehicle by the driver in which the trailer(s) yaws from its normal straight-line path behind the power unit, striking the power unit, causing damage to the power unit or trailer. Jackknife should only be selected as a harmful event if there is clear indication of damage to the jackknifed vehicle or injury to the people inside the vehicle caused by the jackknife.

**72 - Cargo/Equipment Loss or Shift** refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, and not to the vehicle or trailing unit, itself. This option is only used when the injury- or damage-producing event in the crash is the loss or shift of cargo in/on a vehicle causing damage to that vehicle, its cargo, or injury to the people inside the vehicle. This option should never be used to refer to a “collision” event (see **54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport**).

Example:

A pickup truck brakes rapidly to avoid a collision. This causes a piece of lumber in the pickup bed to smash through the rear window.

**Collision with Motor Vehicle In-Transport:**

**12 - Motor Vehicle In-Transport** is used when the injury- or damage-producing event is two motor vehicles in-transport making contact within the trafficway boundaries. In-transport means that the motor vehicle is in-motion or on the roadway portion of a trafficway.

**54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport** is used when the injury-

or damage-producing event is two motor vehicles in-transport making contact by something set-in-motion by one of the vehicles. In these circumstances, both vehicles should have this option in their Sequence of Events field (Motor Vehicle section of the form). In crashes involving harmful events caused by objects set-in-motion by a Motor Vehicle in-transport, remember that a vehicle's load is considered part of the vehicle.

Examples:

1. If cargo falls from a truck (in-transport) and strikes another motor vehicle in-transport, this is treated as a two-vehicle crash. Therefore, the proper option for both vehicles is **54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport**.
2. If cargo falls from a truck (in-transport) and strikes another vehicle that is not in-transport, this is also treated as a two-vehicle crash; however in this example, the proper option to select is **14 - Parked Motor Vehicle** or **45 - Working Motor Vehicle** depending on which type of not in-transport vehicle was contacted by the load.
3. If cargo falls from a truck (in-transport) and strikes a pedestrian, the proper option to select would be **08 - Pedestrian**.

**55 - Motor Vehicle In Motion Outside the Trafficway** is used when the injury- or damage-producing event is two motor vehicles in-transport making contact outside the trafficway boundaries in a motor vehicle traffic crash.

Example:

A vehicle loses control attempting to turn into a gas station and strikes another vehicle pulling away from the pump in the station lot.

#### **Collision with Non-Fixed Object:**

**08 - Pedestrian** is used for all those not on a personal conveyance. A person pushing a vehicle should be coded **08 - Pedestrian**. A person being carried by another person should also be considered a **08 - Pedestrian**.

**09 - Pedalcyclist** is used for any person on a non-motorized other road vehicle propelled by pedaling. Examples include a bicycle, tricycle, unicycle or pedal car.

**10 - Railway Vehicle** is any land vehicle that is (1) designed primarily for, or in use for, moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway.

Inclusions:

- Street car on private way

Exclusions:

- Street car operating on trafficway

**11 - Live Animal** is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device (see ANSI D16.1). Default to **11 - Live Animal** if it cannot be determined if the struck animal is alive, dead or if it was being ridden or drawing a transport device.

### ***LIVE ANIMAL***

11 - Live Animal: \_\_\_\_\_

If the first harmful event is a collision with a live animal enter the animal in the space provided (i.e. Bear – Brown, Bear – Black, Bear – Other/Unknown, Bison / Musk Ox, Cat / Dog, Caribou, Deer, Fox, Horse / Cow, Moose, Porcupine, Rabbit, Sheep / Goat, Squirrel, Wolf, etc.)

**14 - Parked Motor Vehicle** is used when the impact occurred between a motor vehicle in-transport and a motor vehicle neither on a roadway nor in motion. A vehicle stopped off the roadway, its door open over a roadway, is not in-transport.

**15 - Non-Motorist on Personal Conveyance** is used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

#### **Inclusions:**

- 1) Rideable toys
  - Roller Skates, in-line skates
  - Skateboards
  - Skates
  - Baby carriage
  - Scooters
  - Toy Wagons

- 2) Motorized rideable toys
  - Motorized skateboard
  - Motorized toy car

#### **3) Devices for personal mobility assistance**

- Segway-style devices
- Motorized and non-motorized wheelchair
- Handicapped scooters

#### **Exclusions:**

- Golf cart
- Low Speed Vehicles (LSVs)
- Go-carts
- Minibike
- “Pocket” motorcycles
- Motor scooters
- Moped

**18 - Other Object (Not Fixed)** refers to objects such as a dead body, animal carcass, construction cones or barrels, an unattached trailer, a bicycle without a rider or downed tree limbs or power lines.

**45 - Working Motor Vehicle** is used to indicate the motor vehicle contacted was in the act of performing construction, maintenance or utility work related to the trafficway when it became involved in the crash. This “work” may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside the trafficway boundaries. This code does not include private construction/maintenance vehicles, or vehicles such as garbage trucks, delivery trucks, taxis, emergency vehicles, tow trucks, etc.

Examples:

1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
3. Utility truck or a “cherry picker”, performing maintenance on power lines along the roadway or maintaining a traffic signal.
4. A private excavating company contracted by the State digging the foundation for a new overpass.
5. A state, county or privately owned snow plow, plowing ice/snow as part of a highway maintenance activity.
6. Street sweeper sweeping the street.
7. A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
8. A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

A question may arise when a police, fire or emergency medical vehicle is struck on the roadway while at the scene of a crash, at a traffic stop, or as traffic control. The question becomes, “has its function changed from being a motor vehicle in-transport to a working vehicle?” The answer is “no.” Treat these situations as a motor vehicle in-transport striking another motor vehicle in-transport.

Select **49 - Ridden Animal or Animal-Drawn Conveyance** for ridden animals and animals drawing transport devices. See **18 - Other Object (Not Fixed)** for an animal carcass lying in the roadway.

**Collision with Fixed Object:**

*The options 58 - Ground, 33 - Curb, 34 - Ditch and 35 - Embankment are grouped under the Collision with Fixed Object subset because they are intended to be harmful events in the crash (i.e. – they are associated with an impact that produces injury or damage). If there is no indication of damage from contact with the fixed object (e.g., “came to rest on the embankment” or “ran into the ditch”), then it is not included in the Crash Events.*

**17 - Boulder** is a rock of sufficient mass that when struck by a motor vehicle moves very little and remains basically intact. It may be considered as a fixed object.

**19 - Building** is used when the vehicle impacts a roofed and walled structure built for permanent use. The type of construction material used is not of interest, nor is the use of the building.

**20 - Impact Attenuator/Crash Cushion** is a device for controlling the absorption of energy released during vehicle collision (crash cushion). Its most common application involves the protection of fixed roadside objects such as bridge piers, elevated gores at exit ramps, etc.

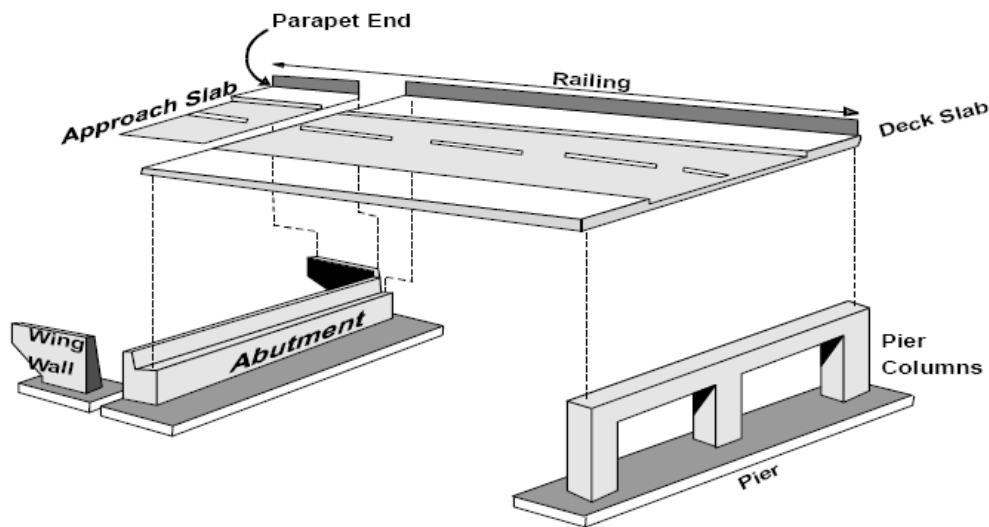
Examples include barrels filled with water or sand, and plastic collapsible structures.

**21 - Bridge Pier or Support** is a square or round column of stone, concrete, brick, steel or wood for supporting a bridge between abutments. This option includes the bridge abutments which are supporting the ends of a bridge. Abutments are generally designed for retaining or supporting the embankment under bridge ends and composed of stone, concrete, brick or wood (includes the wing-walls).

**23 - Bridge Rail (Includes Parapet)** is a wooden, brick, stone, concrete or metal fence-like structure which runs along the outermost edge of the roadway or sidewalk on the bridge or a rail constructed along the top of a parapet. Balustrade is often used synonymously with parapet.

- Bridges do not need to support another roadway. It may be an overpass for a train or even for a viaduct (water conduit).

#### BRIDGE COMPONENTS



**24 - Guardrail Face** is a low barrier that has the primary longitudinal structure composed of metal (plates, mesh, box beam, etc.). A guardrail is differentiated from **25 - Concrete Traffic Barrier** by the material making up the greatest part of the longitudinal portion of the structure. In the case of guardrails, this is metal whereas in concrete barriers this is concrete (including concrete rails).

Guardrails, which serve as bridge rails, should be coded as **23 - Bridge Rails (Includes Parapet)**.



**25 - Concrete Traffic Barrier** refers to the longitudinal traffic barriers constructed of concrete. This includes all temporary concrete barriers regardless of location (i.e., temporary Jersey Barrier on a bridge being used to control traffic during bridge repair/construction). Concrete walls (vertical side surfaces) do not apply here; see **39 - Wall**.

**26 - Other Traffic Barrier** is used for all other longitudinal barriers such as wood or rock and unknown barrier composition type.

**30 - Utility Pole/Light Support** refers to supports for highway lighting systems, not including other private lighting systems (e.g., parking lot lights). **30 - Utility Pole/Light Support** is used for electrical, telephone, cable & other utility pole-type supports.

**31 - Other Post, Other Pole or Other Supports** is used for posts other than highway signs. (e.g., reflectors on poles alongside of roadway, parking meters, flag poles, etc.). For mail box posts, use **53 - Mail Box**.

**32 - Culvert** is a man-made drain or channel crossing under a road, sidewalk, etc.

**33 - Curb** is a concrete or asphalt structure that borders the roadway. It provides drainage control and pavement edge delineation. The face of the curb may be sloped or vertical.

**34 - Ditch** includes any man-made structure for drainage purposes. A ditch ends where a culvert begins and resumes on the opposite side of the culvert.

**35 - Embankment** is a raised structure to hold back water, to carry a roadway or the result of excavation or washout (including erosion) which may be faced with earth (or rock, stone or concrete). A **35 - Embankment** can usually be differentiated from a **39 - Wall** by its incline whereas a wall is usually vertical. However, there are exceptions to this; such as a retaining wall that may be inclined or a vertical embankment that is caused by a natural event such as a washout. In crashes involving a field approach or crossing, if in doubt about when to use **32 - Culvert**, **34 - Ditch** or **35 - Embankment** use the following criteria:

- a. Use **34 - Ditch** if the driver would not have been able to recover from the ditch even if there had been no field approach (crossing).
- b. Use **35 - Embankment** if the driver would have been able to recover from the ditch, but struck the field approach (crossing) prior to doing so.
- c. Use **35 - Embankment** if it is not known whether or not the driver would have been able to recover from the ditch and a field approach (crossing) is involved.

**38 - Fence** includes the fence posts. A Fence can be made of wood, chain link, stone, etc.

**39 - Wall** is a primarily vertical structure composed of concrete, metal, timber or stone which is not part of a building or a fence but typically is used for retaining earth, abating noise, and separating areas (but not for containment as in the primary function of a

fence). Also included as **39 - Wall** is headwalls (or end walls) that are sometimes provided on culvert ends principally to protect the sides of the embankment around the culvert opening against erosion. This does not include wing-walls, which are attached to ends of bridge abutments and extend back at an angle from the roadway. Wing walls should be coded as **21 - Bridge Pier or Support**.

**40 - Fire Hydrant** refers to the roadside device used by fire departments to provide water for fighting fires. Usually made of steel, these devices are also referred to as fire plugs or fire stand pipes in some areas.

**41 - Shrubbery** refers to vegetation which is usually of a woody multi-stemmed variety and in most instances is low growing rather than tall. It may also be called bushes. Some common examples are boxwood, hawthorn and mountain laurel.

**42 - Tree (Standing Only)** is used when a vehicle strikes a standing tree. This includes impacts from overhanging branches or tree stumps. If a vehicle strikes a tree lying in the roadway, use **18 - Other Object (Not Fixed)**. If a tree falls on a vehicle as it is passing by, use **16 - Thrown or Falling Object**.

**43 - Other Fixed Object** is used when the object is fixed (considered a permanent structure) and is not described by any of the other fixed object attributes.

Examples:

- Bus shelters
- Pedestrian walkways
- Toll booths
- Guy wires supporting utility poles
- U. S. Mailbox for public use

**46 - Traffic Signal Support** is used when the post supporting a traffic signal, or the signal itself, is hit by a motor vehicle in-transport.

**48 - Snow Bank** is used when snowfall and/or road plowing creates essentially fixed barriers of snow/ice which are not snow-covered earth or rock embankments.

**50 - Bridge Overhead Structure** is used when striking the bottom of a bridge while traveling on a trafficway underneath it.

**52 - Guardrail End** is used if a vehicle strikes the end of a guardrail. Guardrails can have a separate flat or rounded piece of metal attached to the end of an expanse of guardrail face.

**53 - Mail Box** refers to a private residence mail/newspaper box including the post. A cluster of private mailboxes is included in this attribute. This element does not include U.S. Mailbox, which are typically blue and are for general public use. Code a U.S. Mailbox as 43 - Other Fixed Object.

**57 - Cable Barrier** refers to a flexible barrier system which uses several cables typically supported by steel posts. These barriers are designed to help lessen impact or keep vehicles within the confines of the road.

**58 - Ground** is used when the impact is with an earthen or paved surface off of the roadway. **58 - Ground** is not to be entered when the harmful event is **01 - Rollover/Overturn**.

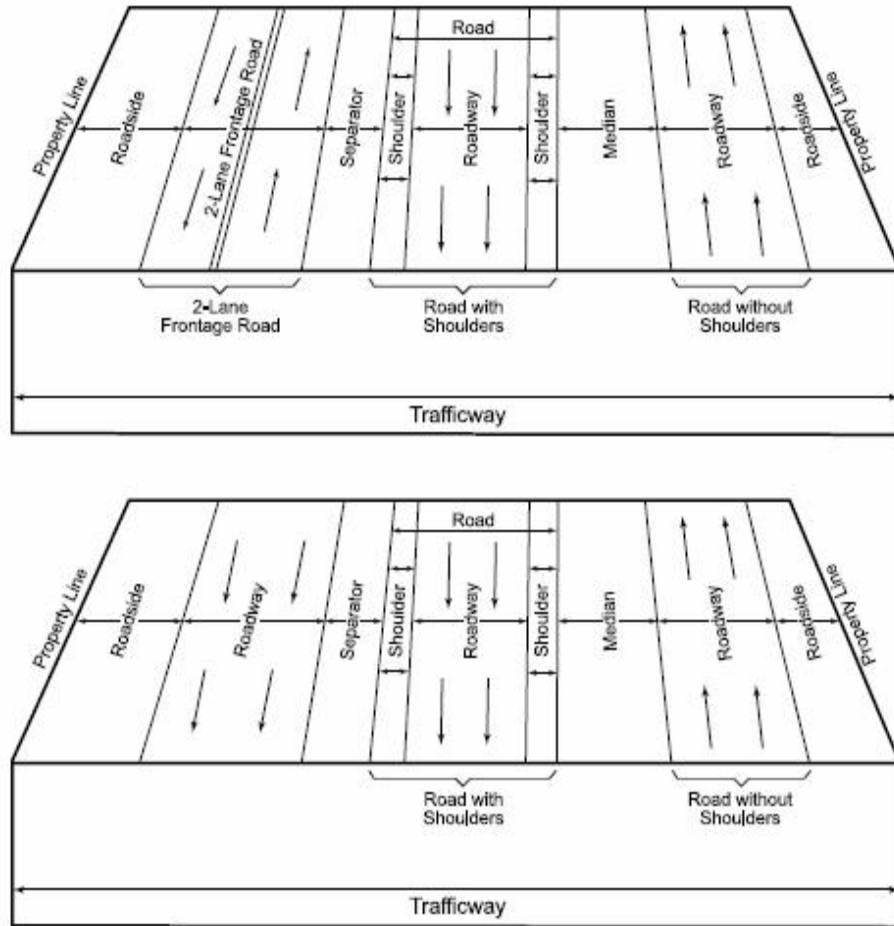
**59 - Traffic Sign Support** is used when the post supporting a traffic sign, or the sign itself, is hit by a motor vehicle in-transport. This includes mile marker posts and signs above the trafficway.

**99 - Unknown** is used when the injury or damage-producing event that characterizes the crash type is unknown.

### FIELD 31 – LOCATION OF FIRST HARMFUL EVENT RELATIVE TO TRAFFICWAY

LOCATION OF FIRST HARMFUL EVENT RELATIVE TO TRAFFICWAY		
01 - On Roadway	05 - Outside Trafficway	10 - Separator
02 - On Shoulder	06 - Off Roadway - Location Unknown	11 - Continuous Left-Turn Lane
03 - On Median	07 - In Parking Lane/Zone	99 - Unknown
04 - On Roadside	08 - Gore	

Enter the location of the first harmful event as it relates to its position within or outside the trafficway.



**01 - On Roadway** - The roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel or, where various classes of motor vehicles are segregated, that part of a trafficway used by a particular class. Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. **Roadway** may be noted as the “travel lanes” and, if present, includes the area between the painted “fog lines”.

Additionally, a driveway access area is considered part of the roadway of the trafficway to which it connects.

**02 - On Shoulder** - (if present) is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped vehicles, and for lateral support of the roadway structure. A shoulder should be improved or maintained for these purposes. Not all roadways have shoulders.

**03 - On Median** - is defined as that area of a divided trafficway between parallel roads separating travel in opposite directions. The principal functions of a median are to provide the desired freedom from interference of opposing traffic, to provide a recovery area for out-of-control vehicles, to provide a stopping area in case of emergencies, and to minimize headlight glare. Medians may be depressed, raised or flush. Flush medians can

be as little as 4-feet wide between roadway edge lines. Painted roadway edge lines four (4) or more feet wide denote medians. Medians of lesser width must have a barrier to be considered a median. Continuous Left-turn Lanes are not considered Medians (see **11 - Continuous Left-Turn Lane**).

**04 - On Roadside** - refers to a location off the roadway, but inside the right-of-way. It is the outermost part of the trafficway which lay between the outer property line or other barrier and the edge of the first road encountered in the trafficway. ***Bicycle lanes and shared use path or trails contiguous with the roadway and sidewalks are also included.*** ***In addition,*** use this option if the first harmful event occurs in a raised or painted center island (directional or channeling) of a roundabout ***or junction.***

**05 - Outside Trafficway** - is used for areas not open to the public as a matter of right or custom for moving persons or property. This includes property beyond the roadside, outside the boundaries of the trafficway. Also, a portion of the trafficway closed for construction is not a trafficway and would be considered **05 -Outside Trafficway**.

**06 - Off Roadway - Location Unknown** - refers to a location off the roadway, but its relationship to the trafficway boundaries/right-of-way is not known.

**07 - In Parking Lane/Zone** - refers to an area on the roadway, or next to the roadway, on which parking is permitted in marked or unmarked spaces. This includes curbside and edge of roadway parking (for example, legal residential parking, city-street parking, etc.). Sometimes a strip of roadway can be designated for parking at certain hours of the day (parking lane) and for regular travel at other hours (travel lane). This option should NOT be used during hours when parking is NOT permitted (see **01 - On Roadway**).

**08 - Gore** - is an area of land where two roadways diverge or converge. The area is bounded on two sides by the edges of the roadway, which join at the point of divergence or convergence. The direction of traffic must be the same on both of these roadways. The area includes shoulders or marked pavement if any, between the roadways. The third side is 60 meters (approximately 200 feet) from the point of divergence or convergence or, if any other road is within 70 meters (230 feet) of that point, a line 10 meters (33 feet) from the nearest edge of such road.


Gore Inclusions:

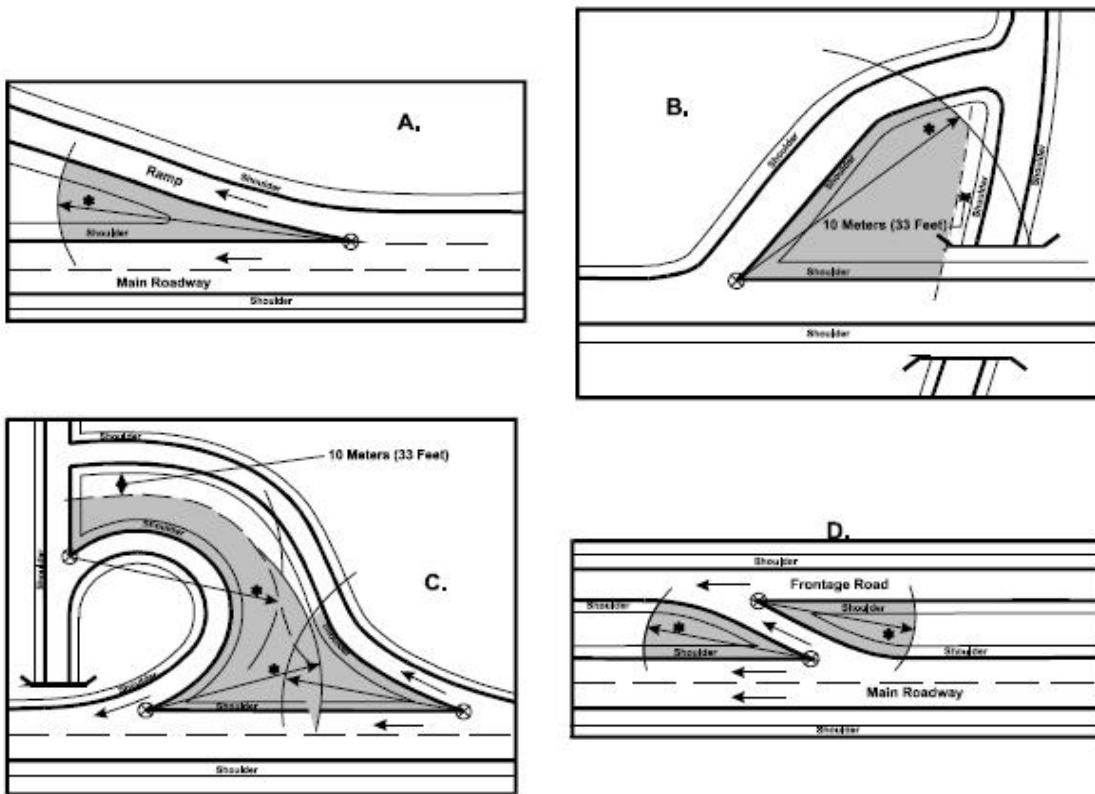
- Areas at rest area or exit ramps
- Areas at truck weight station entry or exit ramps
- Areas where two main roadways diverge or converge
- Areas where a ramp and another roadway or two ramps, diverge or converge
- Areas where a frontage road and another roadway or two frontage roads diverge or converge

Gore Exclusions:

- Islands for channelizing of vehicle movements
- Islands for pedestrian refuge

**GORE  
(2.5.19)**

 **Gore**  
 \* **Radius of 60 Meters  
(About 200 Feet)**



**10 - Separator** is the area of a trafficway between parallel roads separating travel in the same direction or separating a frontage road from other roads. A **10 - Separator** may be a physical barrier or a depressed, raised, flush or vegetated area between roads.

**11 - Continuous Left-Turn Lane** is a two-way left turn lane positioned between opposing straight-through travel lanes.

**99 - Unknown** select this option when the location of the first harmful event as it relates to its position within or outside the trafficway is not known.

#### **Additional Guidance for Relation to Trafficway**

For collision events when the vehicle is overlapping adjacent areas:

- For fixed object collisions, base “Relation to Trafficway” on the location of the object struck.
- Fixed objects that are associated with the trafficway such as curbs, ditches, guardrails, sign supports, utility poles, etc. are not located in the travel lanes or on the shoulder. Therefore, when these fixed objects are contacted in the first harmful event, Relation to Trafficway should be coded as **04 - On Roadside**, regardless of the location of the entire vehicle.

- Non-fixed object collisions (e.g., striking a vehicle on the shoulder or pedestrian on the sidewalk) when the striking vehicle is overlapping two locations (e.g., roadway and shoulder) are also coded with respect to the object contacted, not the striking vehicle.

For Rollover/Overtake crashes when the vehicle is overlapping two locations (e.g., roadway and shoulder) when the roll begins:

- When a vehicle begins an overturn and is overlapping two locations at the onset of the overturn, use the LAST area the vehicle entered as the location. For example, Roadside would be correct for a case where the documentation identifies a vehicle runs off the roadway, partially through the shoulder, and the front wheels enter the roadside.

Default rules for the location of Ditches, Embankments and Fences:

- Unless there is clear reason to believe otherwise, ditches and embankments are design features common to trafficways. Therefore, if included as the first harmful event the appropriate Relation to Trafficway is **04 - On Roadside**.
- Unless there is clear reason to believe otherwise (e.g., a snow fence in the median), a fence either surrounds private property outside the trafficway or marks the property line boundary ending the trafficway. Therefore, if included as the First Harmful Event the appropriate Relation to Trafficway is **05 - Outside Trafficway**.

## FIELD 32 – MANNER OF COLLISION IMPACT

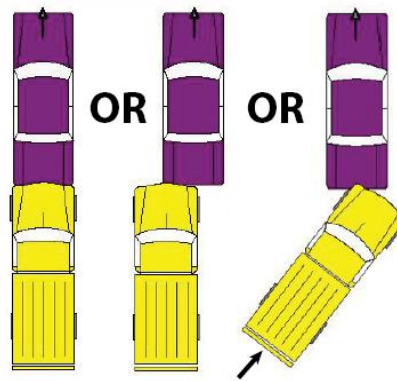
MANNER OF COLLISION IMPACT		
00 - Not a Collision with a Motor Vehicle In-Transport	07 - Sideswipe-Same Direction	<input type="text"/>
01 - Front-to-Rear	08 - Sideswipe-Opposite Direction	
02 - Front-to-Front	09 - Rear-to-Side	
06 - Angle	10 - Rear-to-Rear	
	98 - Other	
		99 - Unknown

Indicate the manner in which two motor vehicles in transport initially came together without regard to the direction of force. This field refers only to crashes where the first harmful event involves a collision between two motor vehicles in transport.

**00 - Not Collision with a Motor Vehicle In-Transport** is used when the first harmful event is not an impact between two in-transport motor vehicles.

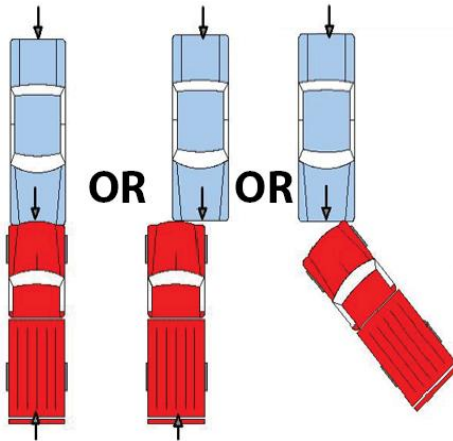
**01 - Front-to-Rear** is used when a collision occurs between the rear of one vehicle and the front of another vehicle. If this option is selected, the areas of initial impact for the vehicles involved in the first harmful event must be front (12) and back (6).

FRONT TO REAR:



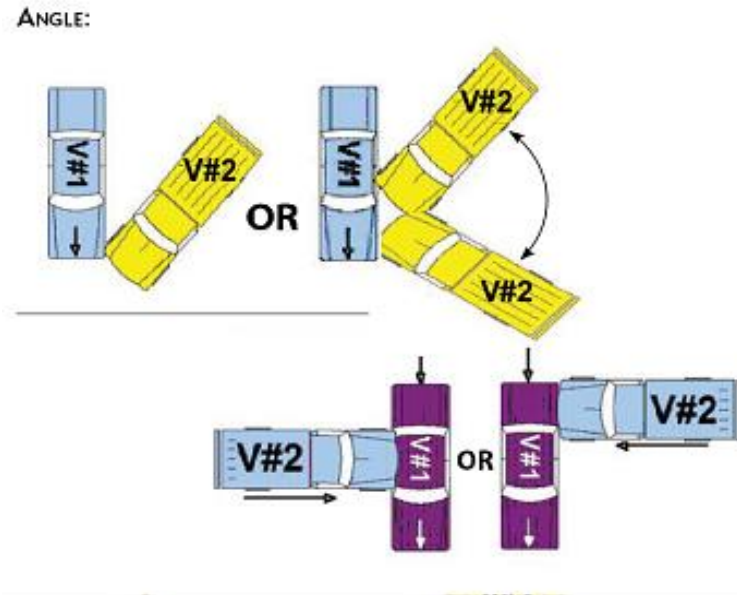
**02 - Front-to-Front** is used when a collision occurs between the front end of one vehicle and the front end of another vehicle. If this option is selected, the areas of initial impact for the vehicles involved in the first harmful event must both be front (12).

FRONT TO FRONT:



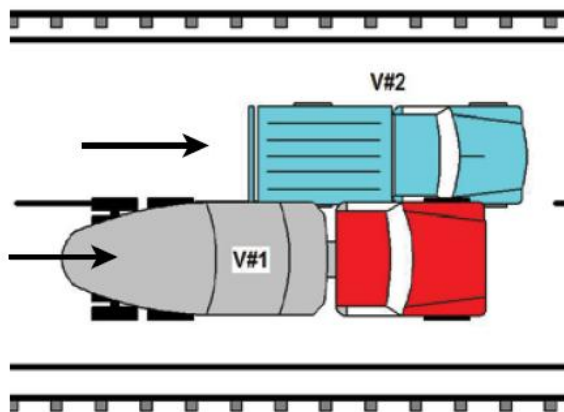
**06 - Angle** is a crash where two motor vehicles impact at an angle. For example, the front of one motor vehicle impacts the side of another motor vehicle. If this option is selected, the areas of initial impact for the vehicles involved in the first harmful event must not be front to front, front to back, back to back or back to side.





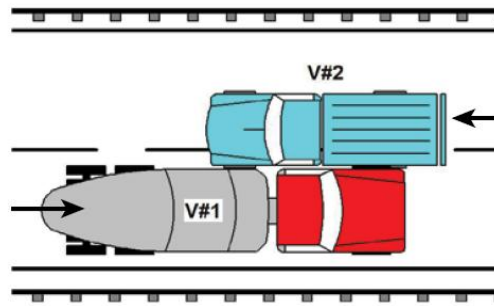
**07 - Sideswipe - Same Direction** is used when the sideswipe occurred while the two vehicles were traveling in the same direction.

SIDESWIPE, SAME DIRECTION:



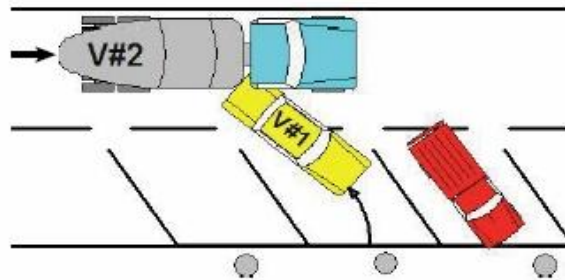
**08 - Sideswipe - Opposite Direction** is used when the sideswipe occurred while the two vehicles were traveling in opposite directions.

SIDESWIPE, OPPOSITE DIRECTION:



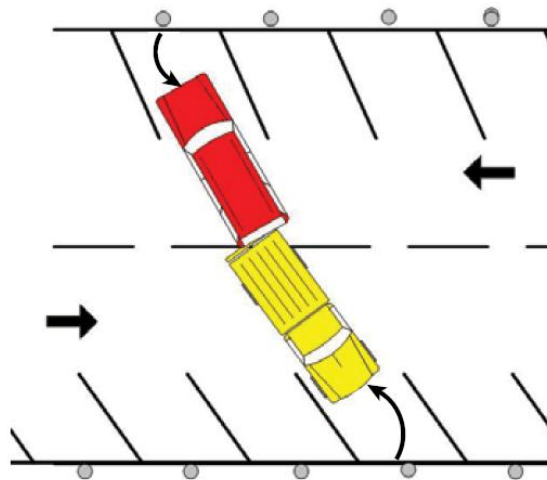
**09 - Rear-To-Side** is used when a collision occurs between the rear of one vehicle and the side of another vehicle. If this option is selected, the areas of initial impact for the vehicles involved in the first harmful event must back for one and side for the other.

REAR TO SIDE:



**10 - Rear-To-Rear** is used when a collision occurs between the rear of one vehicle and the rear of another vehicle. If this option is selected, the areas of initial impact for the vehicles involved in the first harmful event must both be back.

REAR TO REAR:



**98 - Other** should be used for any collision between two motor vehicles in-transport where the collision is not described by options 01 through 10, including set-in-motion situations.

Examples include:

- One vehicle's "end" swipes (endswipe) another vehicle instead of their "sides" swiping.
- One vehicle is airborne and makes contact with its front or undercarriage to the other vehicle's hood or top.
- Cargo or other load on one motor vehicle in-transport shifts and lands or is thrown into/onto another vehicle.
- The tire of one motor vehicle in-transport throws a stone through the windshield of another vehicle.
- A vehicle occupant or motorcyclist falls or is thrown from a vehicle striking or is struck by another vehicle.

**99 - Unknown** is used when the manner in which two motor vehicles in transport initially came together is unknown.

### FIELD 33 – WEATHER

<b>WEATHER</b> <i>(must have 2 choices)</i>	<input type="text"/>
00 - No Additional Atmospheric Conditions	<input type="text"/>
01 - Clear	
02 - Rain	
03 - Sleet or Hail	
04 - Snow	
05 - Fog, Smog, Smoke	
06 - Severe Crosswinds	
07 - Blowing Sand, Soil, Dirt	
10 - Cloudy	
11 - Blowing Snow	
12 - Freezing Rain or Freezing Drizzle	
98 - Other	
99 - Unknown	

Enter up to two prevailing atmospheric conditions that existed at the time of the crash.

**00 - No Additional Atmospheric Conditions** should only be used as a second option for this field when there is no second prevailing Atmospheric Condition that existed at the time of the crash.



**01 - Clear** includes partial cloudiness if sunlight is not diminished. If no adverse conditions, use **01 - Clear**.



**02 - Rain** refers to precipitation other than snow, hail or sleet. The **02 - Rain** option should be selected for Mist



**03 - Sleet or Hail** would apply to conditions where precipitation is falling as ice.



**04 - Snow** is used when precipitation is falling as frozen flakes at the time of the crash.



**05 - Fog, Smog, Smoke** refers to a natural or man-made condition that causes reduced visibility.



**06 - Severe Crosswinds** refers to winds traveling at an angle with respect to the travel lanes at velocities significant enough to create a risk that vehicles could be diverted from their path or high profile vehicles could be blown over. These are winds that are strong enough to affect vehicle stability.



**07 - Blowing Sand, Soil, Dirt** refers to particulate matter set aloft by winds creating a condition of reduced visibility which constitutes a hazard for vehicles operating in the area. This option should be used for “dust storms.” This option should not be used in conjunction with **06 - Severe Crosswinds** unless the winds are affecting vehicle stability in addition to reducing visibility.



**10 - Cloudy** usually refers to “overcast” but may include partial cloudiness if light is diminished.

**11 - Blowing Snow** applies to snow that is falling and/or to snow that has fallen to the ground and is set aloft by wind.



**12 - Freezing Rain or Freezing Drizzle** would apply to conditions where precipitation is falling as liquid (rain) and then freezing on the roadway.



**98 - Other** atmospheric conditions not described above.

**99 - Unknown** is used when the prevailing atmospheric conditions that existed at the time of the crash are not known.

**FIELD 34 – LIGHT CONDITION**

LIGHT CONDITION	
01 - Daylight	<input type="text"/>
02 - Dark-Not Lighted	
03 - Dark-Lighted	
04 - Dawn	
05 - Dusk	
06 - Dark-Unknown Lighting	
98 - Other	
99 - Unknown	

Enter the type/level of light that existed at the time of the motor vehicle crash.

**01 - Daylight** is used when “natural” light exists

**02 - Dark - Not Lighted** is used when no “natural” light exists and no overhead “man-made” lighting is present on the roadway where the crash occurs.

**03 - Dark – Lighted** is used when no “natural” light exists but there is overhead “man-made” lighting on the roadway where the crash occurs. Lighted areas will generally include streets within cities or towns and some interchange areas. This does not include lighting from store fronts, houses, parking lots, etc.

**04 - Dawn** describes the transition period going from “dark of night” to a daylight condition. This is typically the 30-minute period before the sun rises.

**05 - Dusk** describes the transition period going from a daylight condition to the “dark of night”. This is typically the 30 minute period after the sun sets.

**06 - Dark - Unknown Lighting** is used if it cannot be determined if **02 - Dark - Not Lighted** or **03 - Dark - Lighted** applies.

**98 - Other** is used when the conditions above do not apply.

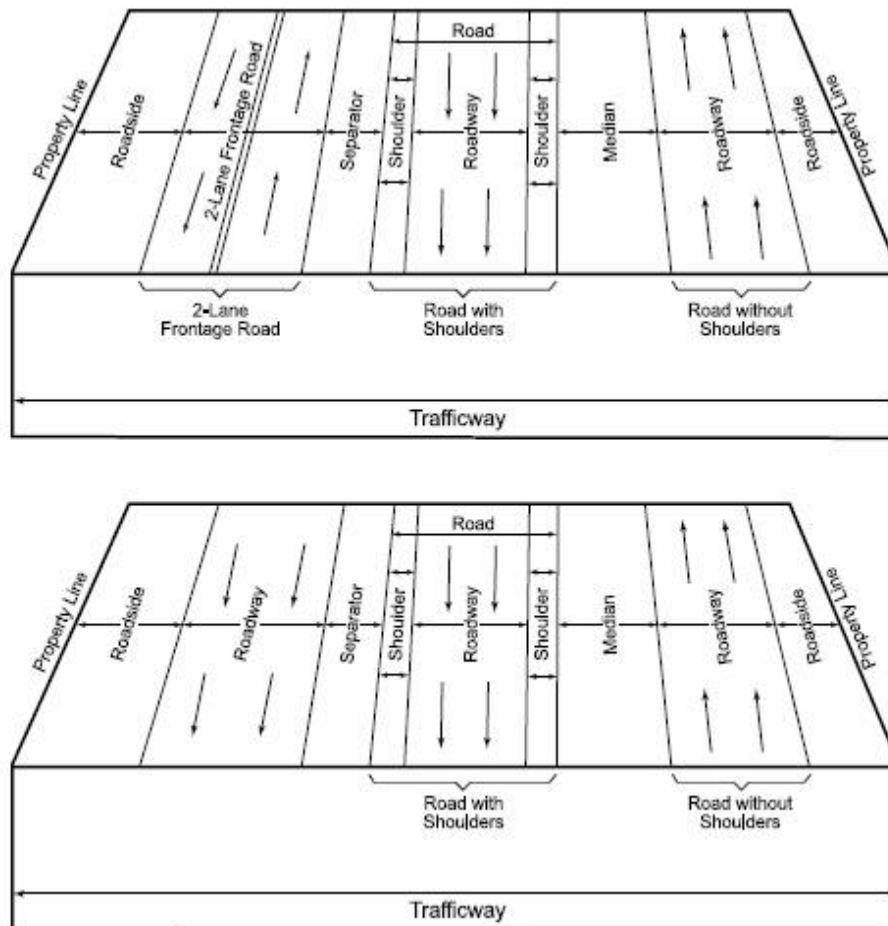
**99 - Unknown** is used when the lighting condition is unknown.

**FIELD 35 – ROADWAY SURFACE CONDITION**

ROADWAY SURFACE CONDITION	
00 - Non-Trafficway Area	<input type="text"/>
01 - Dry	
02 - Wet	
03 - Snow	
04 - Ice/Frost	
05 - Sand	
06 - Water (Standing, Moving)	
07 - Oil	
10 - Slush	
11 - Mud, Dirt, Gravel	
98 - Other	
99 - Unknown	

Enter the roadway surface condition at the time and place of the crash.

**00 - Non-Trafficway Area** is used when the crash occurred outside the trafficway area. See image below for Trafficway area:



For a road made of sand or dirt select **01 - Dry** under normal conditions, not **05 - Sand**, **11 - Mud, Dirt, Oil**.

**01 - Dry** describes a roadway surface that is dry. Also select this option if the road is made out of sand or dirt and is under normal conditions.

**02 - Wet** describes a roadway surface that is covered with water from rain or melted snow.

**03 - Snow** describes a roadway surface that is covered with snow.

**04 - Ice/Frost** includes a roadway covered with ice from freezing rain or water runoff that has pooled on the roadway and turned to ice.

**05 - Sand** includes sand on the roadway as a result of sand blown by wind or sand discharged on the roadway by highway trucks.

**06 - Water (Standing, Moving)** describes a roadway surface that is covered with water and typically localized.

**07 - Oil** includes fuel spilled on the roadway.

**10 - Slush** describes a roadway surface that is covered with melting snow.

**11 - Mud, Dirt, Gravel** indicates these substances present on the surface of the roadway at the crash location, not the surface type of the roadway by design.

**98 - Other** is used for roadway surface conditions not described above.

**99 - Unknown** is used when the roadway surface condition at the time and place of a crash is not known.

## FIELD 36 – CONTRIBUTING CIRCUMSTANCES, ENVIRONMENT CONDITIONS

CONTRIBUTING CIRCUMSTANCE(S), ENVIRONMENT CONDITION(S)	
(up to 3 choices)	<input type="text"/>
00 - None	<input type="text"/>
01 - Weather Conditions	<input type="text"/>
02 - Visual Obstruction(s)	<input type="text"/>
03 - Glare	<input type="text"/>
04 - Animal(s) in Roadway	<input type="text"/>
98 - Other	
99 - Unknown	

Enter up to three apparent environmental conditions which may have contributed to the crash.

**00 - None** is used when there are no apparent environment conditions that contributed to the crash.

**01 - Weather Conditions** is used when weather conditions contributed to the crash.

**02 - Visual Obstruction(s)** is used when an object that blocked sight contributed to the crash.

**03 - Glare** is used when glare contributed to the crash.

**04 - Animal(s) on Roadway** is used when animal(s) on roadway contributed to the crash.

**98 - Other** is used when an environment condition not listed in the options above contributed to the crash.

**99 - Unknown** is used when it is unknown what environment condition contributed to the crash.

## FIELD 37 – RELATION TO JUNCTION

Enter the location of the first harmful event in relation to a junction or proximity to components typically in junction or interchange areas.

### WITHIN INTERCHANGE AREA

WITHIN INTERCHANGE AREA  
00 - No      01 - Yes      99 - Unknown



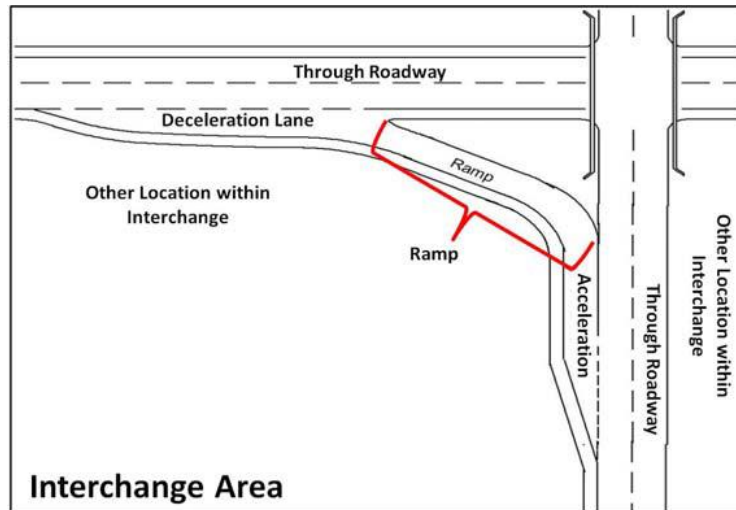
An interchange is a system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

**00 - No** is used if the first harmful event of the crash occurs outside of the boundaries of an interchange.

**01 - Yes** is used if the location of the first harmful event of the crash is within an interchange area.

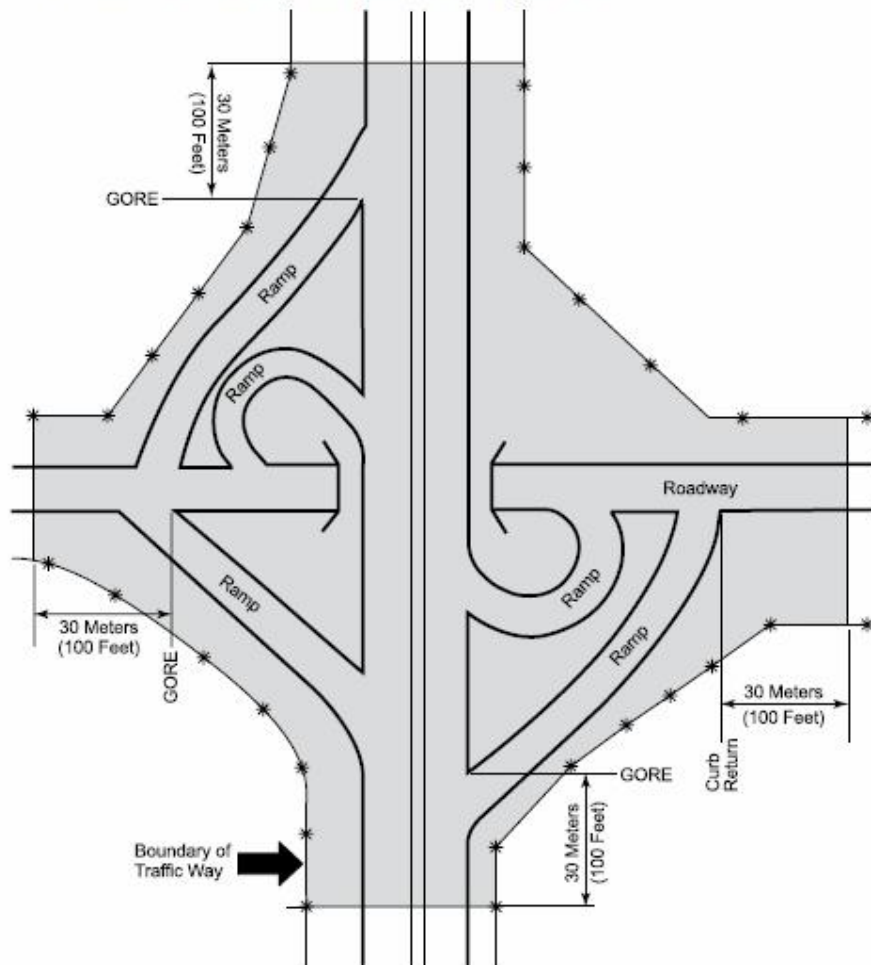
**99 - Unknown** is used if it is unknown if the location of the first harmful event of the crash was within an interchange area.





### DIAGRAM OF AN INTERCHANGE

Crashes which occur within the shaded areas are Interchange Crashes.



Source: ANSI D16.1-2007 Manual on Classification of Motor Vehicle Traffic Accidents, Seventh Edition

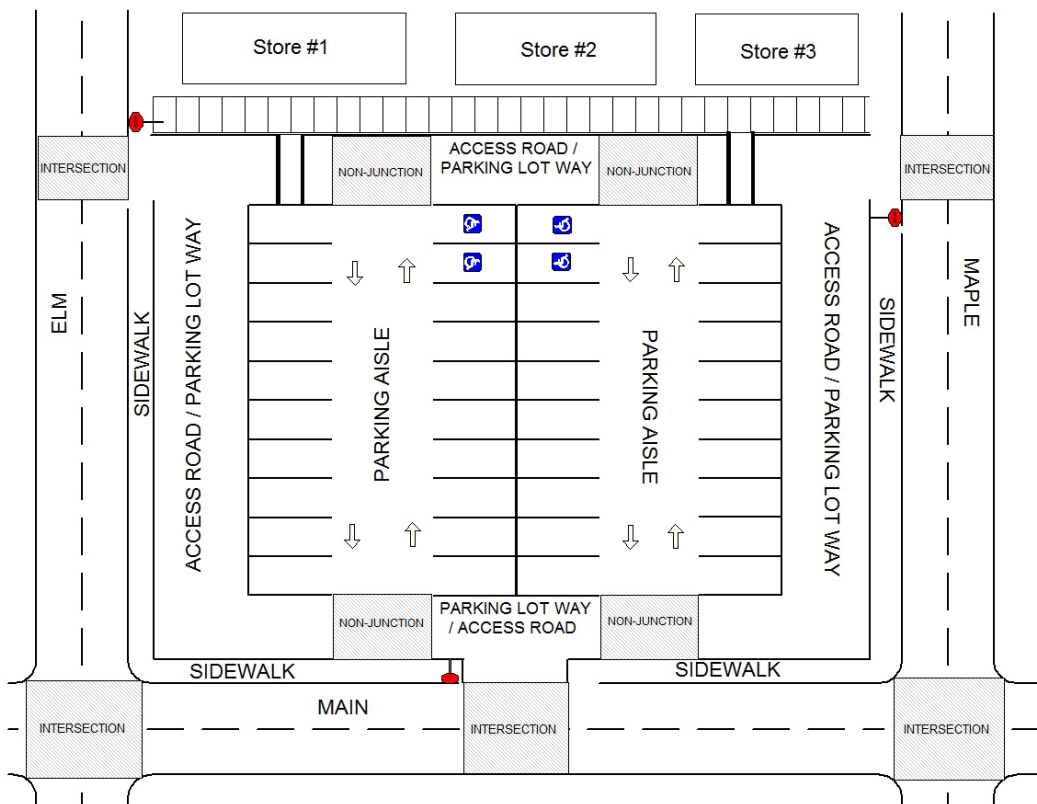
## SPECIFIC LOCATION

### SPECIFIC LOCATION

01 - Non-Junction	08 - Driveway Access Related
02 - Intersection	16 - Shared-Use Path or Trail
03 - Intersection-Related	17 - Acceleration/Deceleration Lane
04 - Driveway Access	18 - Through Roadway
20 - Entrance/Exit Ramp	98 - Other Location not Listed Above Within an Interchange Area (Median, Shoulder or Roadside)
05 - Entrance/Exit Ramp Related	99 - Unknown
06 - Railway Grade Crossing	
07 - Crossover-Related	

**01 - Non-Junction** is used for crashes where the first harmful event occurs outside an interchange area and does not occur in or related to a junction, ramp, rail grade crossing, crossover, or shared-use path or trail. *This option includes crashes that occur on a parking lot way (access road) at the connection of a parking aisle. (See diagram below.)*

### Example Parking Lot Area (01 – Non-junction, 02 – Intersection)



**02 - Intersection** is used when the first harmful event occurs in an area which: (1) contains a crossing or connection of two or more roadways not classified as a driveway access, and (2) is embraced within the prolongation of the lateral curb lines or, if none, the lateral boundary lines of the roadways. Where the distance along a roadway between two areas meeting these criteria is less than 30 feet, the two areas and the roadway connecting them are considered to be parts of a single intersection.

**03 - Intersection-Related** means that the first harmful event: (1) occurs on an approach to or exit from an intersection, **not on an entrance/exit ramp** and (2) results from an activity, behavior or control related to the movement of traffic units through the intersection.

**Note:**

- For crashes where the first harmful event occurs in a crosswalk, use **03 - Intersection-Related**.
- For Roundabouts, select **02 - Intersection** when the first harmful event occurs within the area formed by the prolongation of curb or edge lines of the approach legs of the intersection, regardless of whether or not the crash was in any way related to an intersection. Use **03 - Intersection-Related** if the first harmful event occurs in the central island or any directional island which serve the rotary intersection.

**04 - Driveway Access** is used when the first harmful event occurs:

1. on a driveway access
2. or involves a road vehicle entering or leaving by way of a driveway access where at least one party involved (vehicle, pedalcyclist or pedestrian) is physically on the driveway access within the trafficway.

This option includes crashes occurring on sidewalks within the driveway access.

Examples:

- A car turning into a private residence driveway strikes a bicyclist riding on the sidewalk that crosses over the driveway access.
- A tractor trailer backing out of a business entrance onto the trafficway, while partially on the driveway access, is struck by a car on the roadway.



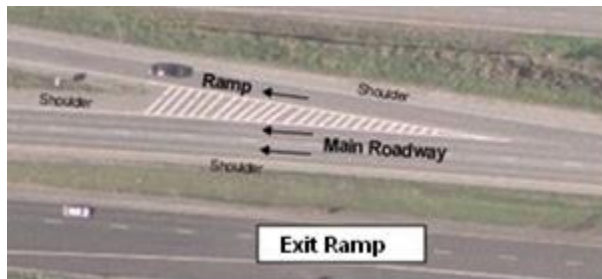
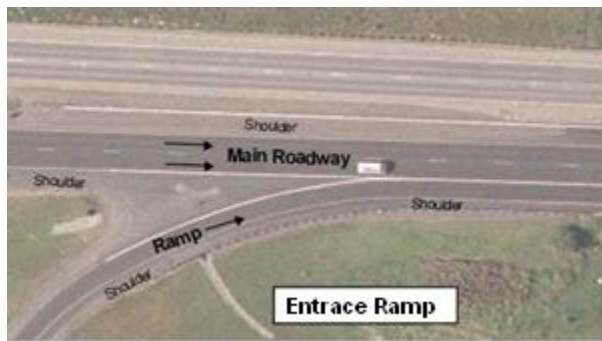
*Commercial Driveways*



*Residential Driveway*

**05 - Entrance/Exit Ramp Related** is used when the first harmful event occurs:

1. On either an entrance or exit ramp roadway, or
2. Off the *entrance/exit* roadway, but related to the use of or entry onto the ramp.



**06 - Railway Grade Crossing** is used when the first harmful event occurred in the area formed by the at-grade connection of a railroad bed and a roadway. *Crashes occurring outside a railway grade crossing due to traffic congestion associated with a railway grade crossing are considered non-junction.*



**07 - Crossover-Related** is used when the first harmful event occurs in a crossover or on approach to or exit from a crossover and related to the use of the crossover.

**Note:** A crossover is the area of the median of a divided trafficway where motor vehicles are permitted to cross the opposing lane or traffic or execute a U-turn.



*Freeway Crossover Example*

**08 - Driveway Access Related** is used when the first harmful event:

1. occurs on the trafficway,
2. does not occur on a 04 - Driveway Access, but
3. results from an activity, behavior or control related to the movement of parties involved onto or out of a driveway.

Examples:

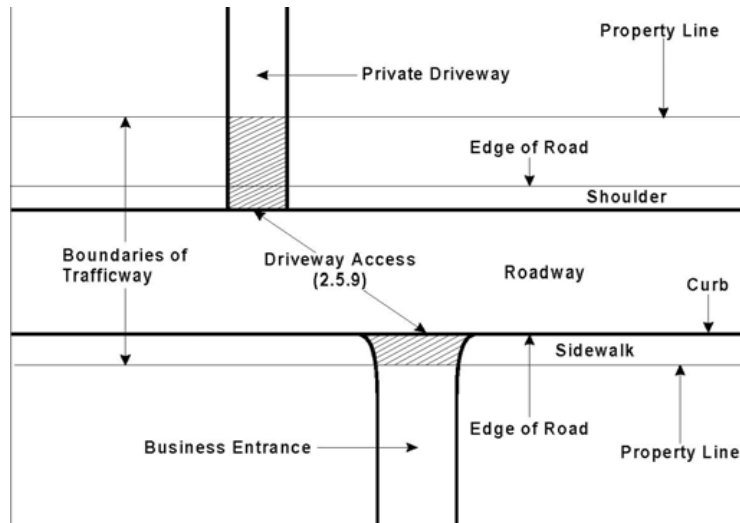
- A vehicle attempting to turn left into a driveway from the eastbound lanes is struck broadside by another vehicle traveling in the westbound lanes,
- A vehicle that has just entered the trafficway from a driveway is struck in the rear before it can gain speed.

**Note:** When a driveway access junction is within an intersection and the crash would meet the criteria of driveway access or driveway access related, select **02 - Intersection** if the first harmful event was within the boundaries of the intersection or **03 - Intersection-Related** if it was not, but related to the intersection.

**Note:** If there is not sufficient detail available to differentiate between driveway access and driveway access related, but it is known that the vehicle was coming out of (or going into) a driveway, default to **08 - Driveway Access Related**. See diagram below.

Figure 4 from ANSI D16 7TH Edition (Driveway Access 2.3.9)





**16 - Shared-Use Path or Trail** is used when the first harmful event occurs at the crossing of a roadway and **Shared-Use Path or Trail**. At least one non-motorist (pedestrian, bicyclist, etc.) has to be physically in the shared use path or trail and the crash has to be related to the use of it. If the **16 - Shared-Use Path or Trail** is within the boundaries of an **02 - Intersection**, then select **16 - Shared-Use Path or Trail**.

**Note:** A **16 - Shared-Use Path or Trail** is a bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or an independent right of way. Shared-use paths will also be used by pedestrians, skaters, wheelchairs, joggers and other non-motorist users. A shared-use path or trail is not a sidewalk and where a shared-use path crosses another road is not a crosswalk.

**17 - Acceleration/Deceleration Lane** is used when the first harmful event occurs on the roadway in an interchange area on an auxiliary or speed-change lane that allows vehicles to accelerate to highway speeds before entering the through roadway or decelerate to safe speeds to negotiate a ramp without interrupting traffic flow on the through roadway exited.

**18 - Through Roadway** is used when the first harmful event occurs on the roadway within an interchange area but does **not** occur:

1. In an intersection or related to an intersection
2. On a **05 - Entrance/Exit Ramp** or related to the use of a the ramp
3. In a **17 - Acceleration/Deceleration Lane**

**98 - Other location within interchange area** is used when the first harmful event occurs within an Interchange, off of the roadway (e.g., median, shoulder, roadside) and is not related to the use of or the entry onto a ramp.

Examples:

- A vehicle on the **18 - Through Roadway** portion of the interchange departs the roadway and overturns in the median.
- A vehicle leaves the **18 - Through Roadway** portion of the interchange and strikes a vehicle parked on the shoulder.

**99 - Unknown** is used when the location of the first harmful event in relation to junction is unknown.

## FIELD 38 – INTERSECTION TYPE

INTERSECTION TYPE	
01 - Not at Intersection	05 - L-Intersection
02 - Four-Way Intersection	06 - Roundabout
03 - T-Intersection	07 - Five-Point, or More
04 - Y-Intersection	99 - Unknown

The option selected should be based on the location of the first harmful event and is only applicable to intersection or intersection-related crashes.

s

Intersection refers to an area which 1) contains a crossing or connection of two or more roadways not classified as driveway access and 2) is embraced within the prolongation of the lateral curb lines, or, if none, the lateral boundary lines of the roadways. Where the distance along a roadway between two areas meeting these criteria is less than 30 feet, the two areas and the roadway connecting them are considered to be parts of a single intersection.

**01 - Not at Intersection** select this option when the location of the first harmful event is not an intersection.

**02 - Four-Way Intersection** refers to two roadways which cross or connect.



*One-Way versus One-Way Example*



*Two-Way versus Two-Way Example*

**03 - T-Intersection** refers to an intersection where two roadways connect and one roadway does not continue across the other roadway. The roadways form a “T”.



*Signalized "T" Intersection*



*Unsignalized "T" Intersection*

**04 - Y-Intersection** refers to an intersection where three roadways connect and none of the roadways continue across the other roadways. The roadways form a "Y".



**05 - L-Intersection** refers to an intersection where two roadways connect and neither roadway continue across the other roadway. The roadways form a "L". (Example: 8<sup>th</sup> Street and N Street in Anchorage)



**06 - Roundabout** refers to an intersection of roads where motor vehicles must travel around a circle to continue on the same road or leave on any intersecting road. (See diagram below.)



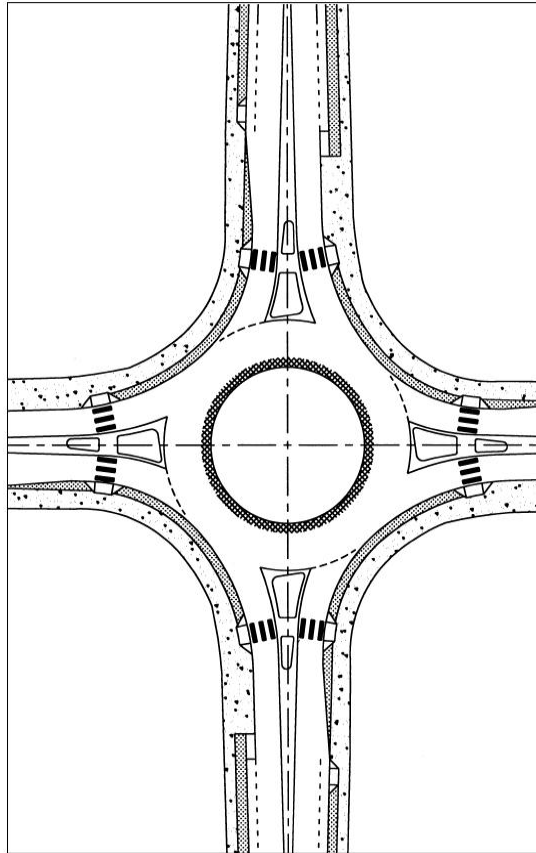


Figure 1: Example of a typical single-lane roundabout

**A 06 - Roundabout** must meet the following criteria:

- Entering traffic is controlled by a yield sign only
- Circulating traffic has the right of way
- Pedestrian access is allowed behind the yield sign line
- No parking is allowed in the circle



*Example of Freeway Interchange Roundabouts*



*Example of Single Lane Roundabout*

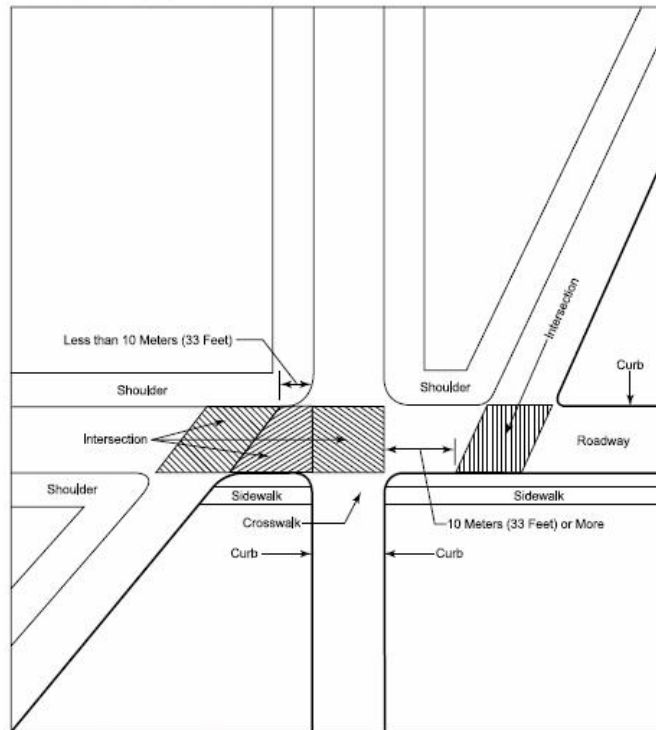
**07 - Five-Point, or More** refers to an intersection where more than two roadways cross or connect.



*Example of 5 Point intersection*

**99 - Unknown** is used when the intersection type is not known.

DIAGRAM OF AN INTERSECTION



Source: ANSI D16.1-2007 Manual on Classification of Motor Vehicle Traffic Accidents, Seventh Edition

## FIELD 39 – SCHOOL BUS RELATED

SCHOOL BUS RELATED	
00 - No	<input type="checkbox"/>
01 - Yes, School Bus Directly Involved	
02 - Yes, School Bus Indirectly Involved	
99 - Unknown	

Indicate whether a school bus is involved in the crash. The “school bus,” with or without a passenger/occupant on board, must be directly involved as a contact motor vehicle or

indirectly involved as a non-contact motor vehicle (children struck when boarding or leaving from the school bus, two vehicles colliding as the result of the stopped school bus, etc.).

A school bus is a motor vehicle used for the transportation of any school pupil at or below the 12th-grade level to or from a public or private school or school-related activity. A motor vehicle is not a school bus while on trips which involve the transportation exclusively of other passengers or exclusively for other purposes.

A motor vehicle is a school bus only if it is externally identifiable by the following characteristics:

1. Its color is yellow
2. The words “school bus” appear on the front and rear
3. Flashing red lights are located on the front and rear
4. Lettering on both sides identifies the school or school district served, or the company operating the bus

**00 - No** is used when a school bus is not involved in the crash.

**Examples of NOT School Bus Related:**

1. An empty school bus, having completed its route, is parked along side the road. A motor vehicle approaching from the rear loses control and strikes the bus.
2. A “Bus” is reported as stopped in traffic and a vehicle swerves to avoid the bus and contacts another vehicle. In this example, there is no positive indication of a “school bus” being involved.

**01 - Yes, School Bus Directly Involved** is used when the school bus is directly involved in the crash (contact vehicle).

**02 - Yes, School Bus Indirectly Involved** is used when the school bus is indirectly involved in the crash (non-contact vehicle).

**Examples of School Bus Indirectly Involved:**

1. “School bus” is stopped on the roadway. Subsequently an approaching motor vehicle swerves to avoid the stopped bus and contacts another motor vehicle head-on.
2. A “child” exited a “school bus” and was crossing in front of the stopped bus when a vehicle passed the bus on the left side and struck the child.
3. A line of cars is stopped for a school bus which is discharging passengers. A motor vehicle approaches and is unable to stop in time and strikes the last stopped motor vehicle in the line.

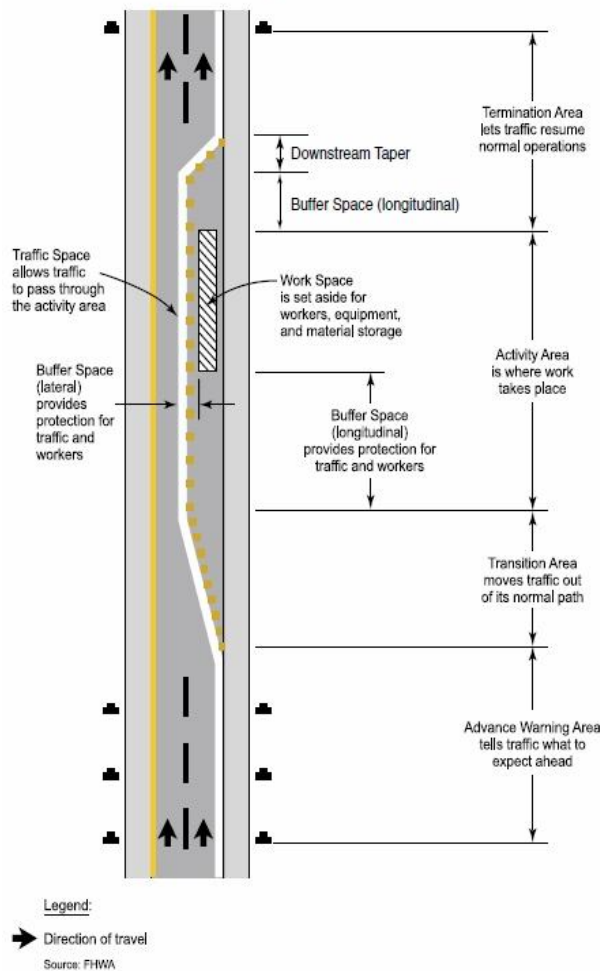
**99 - Unknown** is used when it is unknown if a school bus was directly or indirectly involved in the crash.

## FIELD 40 – WORK ZONE RELATED

A crash that occurs in or related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the crash. "Work zone-related" crashes may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign.

The use of these options does not imply that the crash was caused by the construction, maintenance or utility activity.

DIAGRAM OF A WORK ZONE AREA



## WORK ZONE

**WORK ZONE**

00 - None  
 01 - Construction  
 02 - Maintenance  
 03 - Utility  
 04 - Work Zone, Type Unk

Indicate if the crash was in or near a construction, maintenance, or utility work zone?

**Work Zone:**

A work zone is defined as an area of a trafficway where construction, maintenance or utility work activities are identified by warning signs/signals/ indicators, including those on transport devices (e.g., signs, flashing lights, channelizing devices, barriers, pavement markings, flagmen, warning signs and arrow boards mounted on the vehicles in a mobile maintenance activity) that mark the beginning and end of a construction, maintenance or utility work activity.

It extends from the first warning sign, signal or flashing lights to the END ROAD WORK sign or the last traffic control device pertinent for that work activity. Work zones also include roadway sections where there is ongoing, moving (mobile) work activity such as lane line painting or roadside mowing only if the beginning of the ongoing, moving (mobile) work activity is designated by warning signs or signals.

**Work Zone Crash:**

A work zone crash is a motor vehicle traffic crash in which the first harmful event occurs within the boundaries of a work zone or on an approach to or exit from a work zone.

To determine which option is appropriate, the duration of the work must be considered. If the work is short-term (i.e., takes less than one period of daylight and is not performed during hours of darkness), **02 - Maintenance** or **03 - Utility** are applicable. If the maintenance or utility work is long-term, **01 - Construction** must be used.

**00 - None** is used when it is reasonably certain that the crash is not considered a work zone crash as defined above.

If this option is selected make sure that the **Location of the Crash**, **Type of Work Zone**, **Workers Present** and **Law Enforcement Present** fields are set to **97 - Not Applicable**.

**01 - Construction** is used when there is long-term stationary construction such as building a new bridge, adding travel lanes to the roadway, extending an existing trafficway, etc. Highway construction includes construction of bits and pieces such as guardrails or ditches, surveying activity, installation of utilities within the right-of-way, etc.

**02 - Maintenance** is used when there are work activities, including moving work activities, such as striping the roadway, median and roadside grass mowing/landscaping, pothole repair, snowplowing, etc., where there are warning signs or signals marking the beginning of the moving work area.

**03 - Utility** is used when there is short-term stationary work such as repairing/maintaining electric, gas, water lines or traffic signals. The utility company must perform the work.

**04 - Work Zone, Type Unknown** is used when there is insufficient information to distinguish between **01 - Construction**, **02 - Maintenance** or **03 - Utility**.

## LOCATION OF THE CRASH

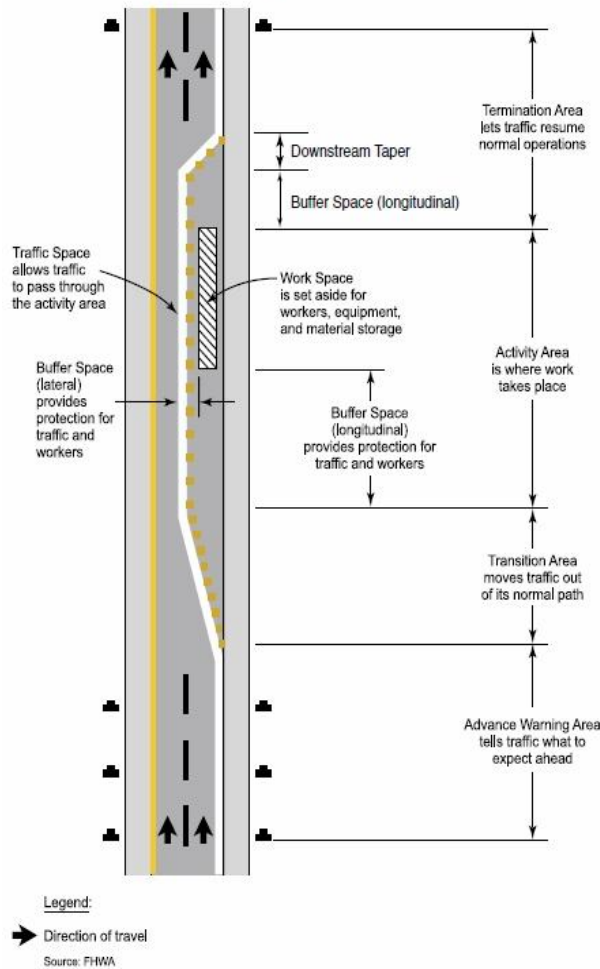
### LOCATION OF THE CRASH

- 01 - Before the First Work Zone Warning Sign
- 02 - Advance Warning Area
- 03 - Transition Area
- 04 - Activity Area
- 05 - Termination Area
- 97 - Not Applicable

Indicate the location of the crash within the work zone.

Select **97 - Not Applicable** only if the **Work Zone** field is set to **00 - None**.

DIAGRAM OF A WORK ZONE AREA



## TYPE OF WORK ZONE

### TYPE OF WORK ZONE

- 01 - Lane Closure
- 02 - Lane Shift/Crossover
- 03 - Work on Shoulder or Median
- 04 - Intermittent or Moving Work
- 97 - Not Applicable
- 98 - Other

Select the type of work zone from the options listed:

**01 – Lane Closure**

**02 – Lane Shift/Crossover**

**03 – Work on Shoulder or Median**

**04 – Intermittent or Moving Work**

**97 – Not Applicable** – use this option only if the **Work Zone** field is set to **00 - None**.

**98 – Other**

### WORKERS PRESENT

#### WORKERS PRESENT

00 - No 01 - Yes 97 - N/A 99 - Unk.

☐

Indicate whether or not workers are present.

Select **97 – N/A** only if the **Work Zone** field is set to **00 - None**.

### LAW ENFORCEMENT PRESENT

#### LAW ENFORCEMENT PRESENT

00 - No  
01 - Officer Present  
02 - Law Enforcement Vehicle Only Present  
97 - Not Applicable

☐

Indicate whether or not law enforcement is present.

Select **97 - Not Applicable** only if the **Work Zone** field is set to **00 - None**.

### FIELD 41 – CRASH DESCRIPTION

CRASH DESCRIPTION

A brief description, in simple terms, of what occurred in the crash. For each *participant* (motor vehicle, pedestrian, bicyclist, other cyclist, person on personal conveyance, person in/on building involved in the crash, etc.) include the direction of travel, name of roadway, position on roadway, and participant actions that contributed to the crash. This does not normally include criminal activities associated with the crash or witness statements, vehicle damage estimates, opinions, etc. unless criminal activity is relevant.

(Example, “Vehicle #1 traveling eastbound on Northern Lights failed to stop for red light and struck vehicle #2. D1 left scene.”)

The following information may also be entered here: License and registration information concerning a driver who caused a collision but who did not become involved in the collision; registration information for the trailer when the collision involved a tractor-trailer or a car-house trailer (the information on the hauling vehicles should be in the driver owner area of the report); names and addresses of people who had property other than a vehicle damaged as a result of the collision.

(Example: Vehicles 1 and 2 were traveling E/B on Northern Lights in center lane approaching Lake Otis. Driver 2 stopped for red light. Driver 1 failed to stop. Vehicle 1 struck Vehicle 2 in the rear.). It is acceptable to use “D1” for driver #1, “V1” for vehicle #1, “Ped” for pedestrian, or “Pass” for passenger. Include the towed vehicle license plate or VIN.



This space is for sketching of the crash scene. This should include roadways, traffic control devices and participant rest positions. Serious or complex crashes may require a supplemental crash diagram.

## Page 51 – Crash Summary Section

**Alaska Motor Vehicle Collision Report Form. 12-200 Instruction Manual**

**Motor Vehicle – Field Definitions**

**MOTOR VEHICLE – FIELD DEFINITIONS****FIELD 44 – MOTOR VEHICLE #**

**MOTOR VEHICLE #**

Each motor vehicle in a crash must be assigned a unique number. The numbers assigned to motor vehicles must be consecutive, starting with 1, with no missing numbers.

**FIELD 45 – MOST CONTRIBUTING UNIT**

<b>MOST CONTRIBUTING UNIT</b>		<input type="text"/>
00 - No	01 - Yes	

Indicate if this motor vehicle is the most contributing unit to this crash. Note that only one participant within the form can be the most contributing one to the crash. A participant can be a motor vehicle, a bicyclist, pedestrian etc.

**FIELD 46 – TOTAL NUMBER OF PEOPLE IN VEHICLE**

**TOTAL NUMBER OF PEOPLE IN VEHICLE:**

This field must be filled out for each motor vehicle involved in the crash. Enter the total number of people (**injured and uninjured**) including the driver in this motor vehicle.

In bus crashes, the total number of people, **including the driver**, must be entered.

**Enter 0** if the vehicle had no people in it at the time of the crash.

**Enter 99** when the number of people in the motor vehicle is unknown. Also enter 99 when this motor vehicle is a “hit-and-run” vehicle, unless evidence clearly establishes the number of people in the vehicle.

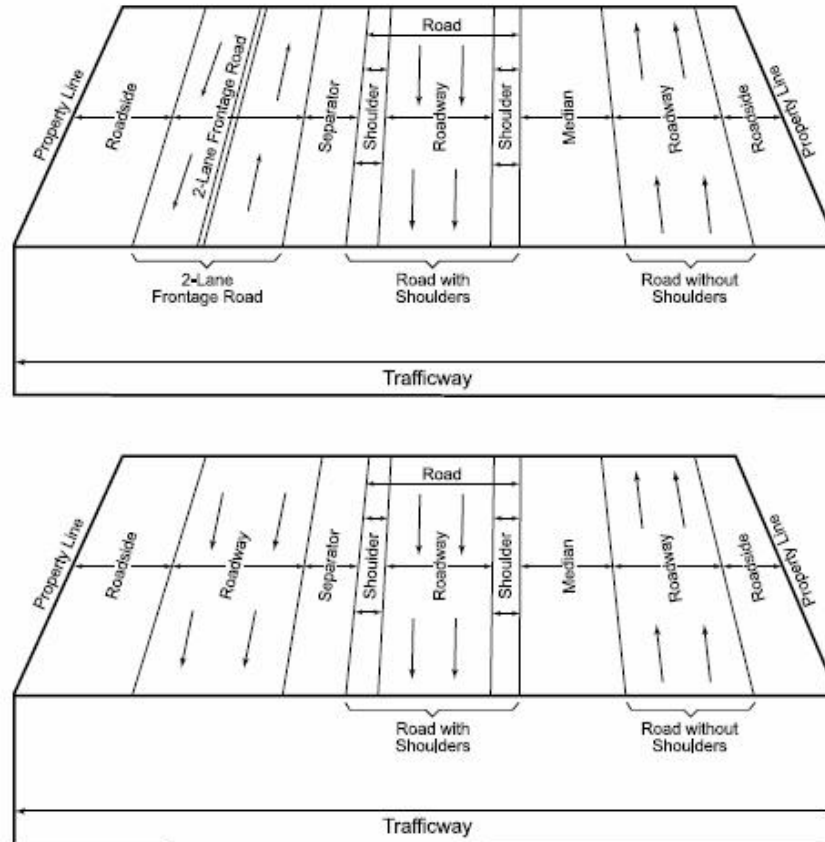
Bus and railroad crashes are an exception. For bus crashes the total number of people in vehicle, including the driver, should be recorded, but Person Level forms should only be filled out for the injured people in the bus and for the driver, whether the driver is injured or not.

**NOTE:** This does NOT apply to small van-based buses. Always submit a person level section for all persons in van-based vehicles, including small van-based buses.

**FIELD 47 – MOTOR VEHICLE TYPE**

MOTOR VEHICLE TYPE		
<b>01 - Motor Vehicle In-Transport (Inside or Outside the Trafficway)</b> - Within the roadway travel lanes (in motion or stopped) - Anywhere within or outside the trafficway boundaries - in motion	<b>03 - Motor Vehicle Stopped Outside the Trafficway</b> - Parked outside the trafficway - Private construction - outside the trafficway	<input type="text"/>
<b>02 - Motor Vehicle Stopped Inside the Trafficway Excluding Roadway</b> - Parked in designated curbside parking lane - Parked in designated curbside parking lane with an open door crossing into the travel lane - Stopped completely on the shoulder, median or roadside	<b>04 - Working Motor Vehicle (highway construction, maintenance, utility only)</b> - Active construction, maintenance or utility vehicles - Law enforcement vehicle participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence	

This field identifies the type of motor vehicle at the time it became an involved vehicle in the crash.

**IMPORTANT:**

Remember, you must have at least one motor vehicle “In-Transport” involved in the crash for this to be a reportable case.

**01 - Motor Vehicle In-Transport (Inside or Outside the Trafficway)** is used to indicate that this is a motor vehicle in-transport. “In-Transport” means any part of the vehicle’s primary outline as defined by the four sides of the vehicle (excluding open doors or mirrors) is within the roadway (travel lanes) or the vehicle is in motion anywhere within or outside the trafficway boundaries.

Examples:

1. Motor vehicle in traffic on the highway.

2. Motionless motor vehicle abandoned on the roadway travel lanes.
3. Motor vehicle on roadway stopped at traffic signal.
4. Motor vehicle driving or in motion on the shoulder, median or roadside.
5. Motor vehicle driving down a private driveway.
6. Motor vehicle in motion, outside the trafficway boundaries (e.g., vehicle pulling up to a pump in a gas station; not within trafficway; vehicle in motion in a parking lot aisle; lawn tractor driving in a field adjacent to the trafficway; ATV driving on a dirt track next to trafficway; etc.).

**02 - Motor Vehicle Stopped Inside the Trafficway Excluding Roadway** is used to indicate that this is a stopped motor vehicle located within the trafficway boundaries but not on the roadway when it became an involved motor vehicle. The trafficway boundaries are from property line to property line. See the Trafficway image below.

Examples:

1. Motor vehicle parked in designated curbside parking lane.
2. Motor vehicle parked in designated curbside parking lane with an open door crossing into the travel lane.
3. Motor vehicle stopped completely on the shoulder, median or roadside.

**03 - Motor Vehicle Stopped Outside the Trafficway** is used to indicate that this is a stopped motor vehicle located outside the trafficway boundaries when it became an involved unit by being struck by a motor vehicle in-transport.

Examples:

1. Motor vehicle parked in a private driveway, parking lot space, or other private property (outside the trafficway boundaries).
2. Any vehicle used for private construction occurring outside the trafficway boundaries.

**04 - Working Motor Vehicle (highway construction, maintenance, utility only)** is used to indicate that this is a motor vehicle that was in the act of performing highway construction, maintenance or utility work related to the trafficway when it became an involved motor vehicle. This “work” may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside the trafficway boundaries. This field does not include private construction/maintenance vehicles, or vehicles such as garbage trucks, delivery trucks, taxis, emergency vehicles (except example #8 below), tow trucks, etc.

Examples:

1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.

3. Utility truck or a “cherry picker”, performing maintenance on power lines along the roadway or maintaining a traffic signal.
4. A private excavating company contracted by the State digging the foundation for a new overpass.
5. A state, county, or privately owned snow plow, plowing ice/snow as part of a highway maintenance activity.
6. Street sweeper sweeping the street.
7. A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
8. A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

## FIELD 48 – DRIVER PRESENCE

<b>DRIVER PRESENCE</b> 00 - No Driver Present 01 - Yes 97 - Not Applicable 99 - Unknown	<input type="text"/>
---	----------------------

**00 - No Driver Present** is used when there is no person who was controlling this vehicle at the time of the crash.

**01 - Yes** is used when there is a person who is physically controlling the vehicle at the onset of this crash. Do not use this option for a child sitting in the driver’s seat unless the child was in control of the vehicle. Hit-and-run drivers are included in this option. A driver under medical distress would be included. Make sure that a Person Level section is filled for the Driver when this option is selected.

**97 - Not Applicable** is used when the **Motor Vehicle Type** for this vehicle is not a motor vehicle in-transport (Motor Vehicle Types 02 and 03). Use this option regardless of the presence of a person in the driver’s seat.

**99 - Unknown** is used when it is unknown if there was a driver present in the vehicle at the time of the crash. This option includes when a person was in the vehicle, but it is unknown if the person was the driver.

**Example 1:** A motor vehicle with three (3) people in it, but none controlling the vehicle, rolls down from an icy driveway into the roadway and crashes into a moose. Because this vehicle is in motion and has entered the roadway, it has become an In-Transport Motor Vehicle. In this scenario the:

- **Total Number of People in this Vehicle** field should be set to **3**;
- The **Driver Presence** field should be set to **00 - No Driver Present**;

- A Person Level section should be filled out for each of the three people in the motor vehicle.

**Example 2:** A motor vehicle with nobody on board rolls down from an icy driveway, into the roadway and crashes into a pedestrian. Because this vehicle is in motion and has entered the roadway, it has become an In-Transport Motor Vehicle. In this scenario the:

- **Total Number of People in this Vehicle** field should be set to **0**;
- The **Driver Presence** field should be set to **00 – No Driver Present**;
- You **DO NOT** have to fill out any Person Level sections for the motor vehicle, but you will need to fill out one for the pedestrian.

**Example 3:** A motor vehicle has two people on board. The driver loses control of the motor vehicle and crashes into a light pole. In this scenario the:

- **Total Number of People in this Vehicle** field should be set to **2**;
- The **Driver Presence** field should be set to **01 - Yes**;
- A Person Level section has to be filled for each person in the motor vehicle. One person will have a Person Type of 01 – Driver of a Motor Vehicle In-Transport and the other will have a Person Type of 02 – Passenger of a Motor Vehicle In-Transport.

**Example 4:** A motor vehicle has two people on board. The driver loses control of the motor vehicle and crashes into a motor vehicle parked on the shoulder with two people inside, one in the driver seat and one in the front passenger seat. In this scenario the:

- The **Total Number of People in this Vehicle** field for the striking motor vehicle should be set to **2**. The **Driver Presence** field should be set to **01 - Yes**;
- The **Total Number of People in this Vehicle** field for the parked motor vehicle should be set to **2**. The **Driver Presence** field should be set to **97 – Not Applicable**.
- A Person Level section has to be filled for each person in both motor vehicles.

## FIELD 49 – VIN

VIN
-----

Please enter the complete VIN.

Enter **9999999999999999** when:

- the entire VIN is unknown or missing.
- This is a hit-and-run vehicle, with no information available.

**NOTE:** For any multi-stage manufactured vehicle (e.g., school bus, motor home, limousine, tow truck, etc.), enter the VIN for the vehicle's power unit/chassis.

If the vehicle is manufactured by the Ford Motor Company and the VIN begins or ends with a script “*f*”, the script “*f*” is not entered. Proceed to the next character, as in the example below:

VIN: *f*3 U 6 2 S 1 0 0 9 3 2 *f*

ENTER: 3 U 6 2 S 1 0 0 9 3 2

#### FIELD 50 – LICENSE PLATE #

LICENSE PLATE #
-----------------

Enter the alphanumeric identifier or other characters, exactly as displayed, on the registration plate or tag affixed to the motor vehicle. For combination trucks, motor vehicle plate number is obtained from the power unit or tractor.

Enter **0000000000** when the vehicle does not have a license plate.

Enter **9999999999** when the vehicle’s licence plate is not known.

#### FIELD 51 – STATE

STATE
-------

Enter the state from which the license plate was issued.

Use the two letter code of the geographic or political entity issuing a registration. Includes the States of the United States (including the District of Columbia and outlying areas), Indian Nations, U.S. Government, Canadian Provinces, and Mexican States (including the Distrito Federal), as well as other jurisdictions.

If no license plate enter **NO**.

If the license plate was not issued by one of the jurisdictions listed above enter **OT**.

#### FIELD 52 – REG. YEAR

REG. YEAR
-----------

Enter the year of registration as indicated on the registration plate displayed on the motor vehicle in YYYY format.



### FIELD 53 – COLOR

COLOR
-------

Enter the current primary color of the vehicle.

### FIELD 54 – MAKE

MAKE
------

Enter the distinctive (coded) name applied to a group of motor vehicles by a manufacturer. (Example: Chev, Ford, Toyt, etc.) See the NCIC Code Manual.

Enter **OTHR** if the motor vehicle make is not listed in the NCIC Code Manual.

Enter **UNK** if the motor vehicle make is not known (e.g., hit-and-run).

The use of **OTHR** and **UNK** for this field have very specific meanings. **OTHR** refers to a **Make** which is known but is not explicitly listed in the NCIC Code Manual. **UNK** refers to the situation where no specific **Make** is known.

Selection of the proper **OTHR** or **UNK** option can only be made with consideration of the vehicle's body type.

For example, if a medium/heavy truck or bus **Make** is known and is not listed select the option **OTHR** and the appropriate **Model** code is used. If the **Make** is unknown but the body type is known as a "school bus", for instance, **Make** is coded **UNK** and enter **UNK Bus** in the **Model** field.

**UNK** is used for a "hit-and-run" vehicle unless reliable evidence indicates the vehicle's **Make**.

### FIELD 55 – MODEL

MODEL
-------

Enter the manufacturer-assigned code denoting a family of motor vehicles (within a make) that have a degree of similarity in construction, such as body, chassis, etc. (Example: MUS, ACC, TAU, CVN, etc.) See the NCIC Code Manual.

### FIELD 56 – MODEL YEAR

MODEL YEAR
------------

Enter the year which is assigned to a motor vehicle by the manufacturer in YYYY format.

**FIELD 57 – VEHICLE OWNER NAME**

VEHICLE OWNER NAME (Last, First, Middle, Suffix)
--

Enter the vehicle owner's name as it appears on the vehicle registration or current Division of Motor Vehicle (DMV) records. If DMV records show an ownership transfer pending, enter the name of the person the vehicle is being transferred to.

If the owner is unknown (e.g. hit-and-run) enter UNKNOWN.

**FIELD 58 – MAILING ADDRESS**

MAILING ADDRESS
-----------------

Enter the vehicle owner's current mailing street.

**FIELD 59 – CITY**

CITY
------

Enter the vehicle owner's current mailing city.

**FIELD 60 – STATE**

STATE
-------

Enter the vehicle owner's current mailing state.

**FIELD 61 – ZIP**

ZIP
-----

Enter the vehicle owner's current five-digit zip code.

**FIELD 62 – CONTACT PHONE**

CONTACT PHONE
---------------

Enter the vehicle owner's best daytime contact phone number, including the area code if outside the State of Alaska. (Example: 907-000-0000)

**FIELD 63 – BODY TYPE**

BODY TYPE		Farm & Garden Equipment:		Terrain Vehicles:	
<b>Automobiles:</b> AM - Ambulance BZ - Biohazard CH - Coach CV - Convertible CP - Coupe HT - Hardtop 2T - Hardtop, 2-door 4T - Hardtop, 4-door HB - Hatchback/Fastback 2H - Hatchback, 2-door 4H - Hatchback, 4-door  <b>Construction Equipment:</b> AE - Aerial Platform AI - Air Compressor AD - Asphalt Distributor BH - Backhoe BK - Backhoe / Loader BC - Brush Chipper BD - Bulldozer BG - Buggy, Concrete BO - Bulldozer CS - Construction Signal CR - Crane DR - Drill, Rock EX - Excavator FL - Forklift GE - Generator GD - Grader HM - Hammer HD - Hydraulic Dump LF - Lift Boom LT - Light Tower  <b>Automobiles:</b> HR - Hearse LV - Law Enforcement LM - Limousine RH - Retractable Hardtop RD - Roadster SQ - Search and Rescue SD - Sedan 2D - Sedan, 2-door Automobile 4D - Sedan, 4-door Automobile SW - Station Wagon TO - Touring Car  <b>Construction Equipment:</b> LD - Loader LK - Log Skidder PV - Paver PR - Prime Mover RO - Roller SZ - Saw SC - Scraper SH - Shovel SI - Stripper SS - Sweeper TC - Tractor, Track-type TF - Tractor, Wheel-type TH - Trencher VA - Vacuum Cleaner WE - Welder WS - Wood Splitter CE - Unlisted Style of Construction Equipment	BH - Backhoe BK - Backhoe / Loader BC - Brush Chipper BD - Bulldozer CO - Combine CI - Corn Picker CK - Cotton Picker CZ - Cotton Stripper DE - Detasseling Equipment FS - Fertilizer Spreader FD - Field Chopper FC - Flotation Chassis FL - Fork Lift  AC - Auto Carrier TD - Auto Tow Dolly DY - Auxiliary Dolly BT - Boat Trailer BA - Bulk Agriculture CL - Cable Reel CT - Camping CG - Converter Gear Trailer SB - Cooking Trailer DT - Dump Trailer FB - Flatbed or Platform  GN - Grain Trailer HO - Hopper HE - Horse Trailer HS - House Trailer LV - Law Enforcement LS - Livestock Rack LB - Lowboy or Lowbed Trailer MT - Motorcycle Trailer PT - Passenger Tram or Trailer LP - Pole Trailer RF - Refrigerated Van SQ - Search and Rescue	GE - Generator GD - Grader HV - Harvester HL - Hay Bale Loader HY - Hay Baler HD - Hydraulic Dump LF - Lift Broom LD - Loader MO - Mower, Riding or Garden Tractor MR - Mower-Conditioner DI - Potato Digger  SE - Semi-Trailer SR - Service Trailer SP - Shipping Container SM - Snowmobile Trailer ST - Stake or Rack TN - Tanker TE - Tent Trailer TD - Tow Dolly, Auto CT - Travel Trailer TV - Travel Trailer UT - Utility Trailer VN - Van, Van Trailer GA - Wagon-Type Trailer  <b>Trailers:</b> GN - Grain Trailer HO - Hopper HE - Horse Trailer HS - House Trailer LV - Law Enforcement LS - Livestock Rack LB - Lowboy or Lowbed Trailer MT - Motorcycle Trailer PT - Passenger Tram or Trailer LP - Pole Trailer RF - Refrigerated Van SQ - Search and Rescue  <b>Motorcycles:</b> MK - Minibike MY - Minicycle MD - Moped MB - Motorbike  MC - Motorcycle MS - Motorscooter MV - Multi-wheel	SC - Scraper CO - Self-Propelled Combine SY - Sprayer SG - Stump Grinder TC - Tractor, Track-type TF - Tractor, Wheel-type TA - Tree Harvester TH - Trencher UV - Utility Vehicle WE - Welder WN - Windrower MF - Unlisted Style of Farm Equipment  EB - Enclosed Body, Removable Enclosure EN - Enclosed Body, Nonremovable Enclosure MV - Multi-wheel Vehicle OP - Open Body  <b>Trucks:</b> 3D - 3-Door 4D - 4-Door AM - Ambulance AR - Armored Truck BR - Beverage Rack BZ - Biohazard BA - Bulk Agriculture BU - Bus TM - Camper (Truck Mount) LL - Carry-all CB - Chassis and Cab CM - Concrete or Transit Mixer DP - Dump Truck FT - Fire Truck FB - Flatbed or Platform FR - Flatrack Truck GG - Garbage or Refuse GN - Grain Truck GR - Glass Rack HO - Hopper (Bottom Dump) LV - Law Enforcement LF - Lift Boom LS - Livestock Rack LG - Log LW - Lunch Wagon MH - Motorized Home PL - Pallet PK - Pickup PM - Pickup with Mounted Camper RF - Refrigerated Van SQ - Search and Rescue ST - Stake or Rack TN - Tanker TT - Tow Truck / Wrecker DS - Tractor Truck, Diesel TR - Tractor Truck, Gasoline VN - Van VC - Van Camper VT - Vanette WD - Well Driller  <b>Snowmobiles:</b> EB - Enclosed Body, Removable Enclosure EN - Enclosed Body, Nonremovable Enclosure OP - Open Body		

Select the category indicating the general configuration or shape of a motor vehicle distinguished by characteristics such as number of doors, rows of seats, windows, or roof line. Personal conveyances – such as skateboards, motorized toy cars, and wheelchairs are not considered motor vehicles.

**FIELD 64 – SPECIAL FUNCTION**

SPECIAL FUNCTION
00 - No Special Function
01 - Taxi
02 - Vehicle Used as School Bus
03 - Vehicle Used as Other Bus
04 - Military
05 - Police
06 - Ambulance
07 - Fire Truck
08 - Emergency Services Vehicle
09 - Incident Response
99 - Unknown

This field refers to a motor vehicle that is being used for a function other than the primary function for that type vehicle. That is, this field is entered using the options listed above in those cases where Body Type does not reflect how the vehicle was being used. The special function served by this motor vehicle regardless of whether the function is marked on the vehicle.

**00 - No Special Function** is used when there is no indication that this vehicle is applicable to any of the special uses listed below.

**01 - Taxi** is used when this vehicle was being used during this trip (at the time of the crash) on a “fee-for-hire” basis to transport persons. Most of these vehicles will be marked and formally registered as taxis; however, vehicles which are used as taxis, even though they are not registered (e.g., Gypsy Cabs), are included here. Passengers/occupants do not have to be present at the time of the crash. Taxis and drivers

which are off-duty at the time of the crash are coded as **00 - No Special Function**. If it is unknown whether or not the taxi is on-duty, select **01 - Taxi**. This option also applies for limousines on a “fee-for-hire” basis.

**02 - Vehicle Used as School Bus** can be any motor vehicle that satisfies the following criteria:

- externally identifiable to other traffic units as a school/pupil transport vehicle;
- operated, leased, owned or contracted by a public or private school-type institution;
- where the institution’s students may range from pre-school through high school;
- whose occupants, if any, are associated with the institution; and,
- the vehicle is a school bus at the time of the crash to and from the school or on a school-sponsored activity or trip.

In addition, this option includes vehicles which are not externally identifiable as a school/pupil transport vehicle, but do meet all of the other criteria above are vehicles used as school buses. (For example, a transit bus, at the time of the crash, used exclusively [no other passengers except students] to transport students to/from the school or school-related activity).

In most cases, the decision to use this option will be based on a reference to the vehicle as a school bus in the available information. In this situation, assume the criteria are met.

**03 - Vehicle Used as Other Bus** is used when a motor vehicle is designed for transporting nine or more persons including the driver and does not satisfy the above “school bus” criteria. For example, a School Bus transporting senior citizens to an activity.

**04 - Military** is used for any vehicle which is owned by any of the Armed Forces regardless of body type. This option includes:

- military police vehicles;
- military ambulances;
- military hearses; and
- military fire vehicles.

**05 - Police** is a vehicle equipped with police emergency devices (lights and siren) that is owned or subsidized by any local, county, State or Federal government entity. The police vehicle is presumed to be in special use at all times, although not necessarily in “emergency use.” Vehicles not owned by a government entity that are used by law enforcement officers (e.g., undercover) are excluded.

**06 - Ambulance** is used for any readily identifiable (lights or markings) vehicles designed to transport sick or injured persons. The ambulance is presumed to be in special use at all times, although not necessarily in “emergency use.”

**07 - Fire Truck** is used for any readily identifiable (lights or markings) vehicles specially designed and equipped to respond to fire, hazmat, medical and extrication incidents. This option includes medium and heavy vehicles such as engines, pumpers, ladder, platform aerial apparatus, heavy rescue vehicles, water tenders or tankers, brush or wilderness firefighting vehicles, etc.

**08 - Emergency Services Vehicle** is used for any readily identifiable (lights or markings) vehicles that do not meet the criteria for **06 - Ambulance** or **07 - Fire Truck** and are specially designed and equipped to respond to fire, hazmat, medical and extrication incidents. This option includes light vehicles such as sedans, van, SUVs, pick-ups, trucks, motorcycles, etc.

**09 - Incident Response** is used for multi-purpose response units intended to assist law enforcement, fire and rescue personnel with trafficway incident management. These are government vehicles typically equipped with a variety of tools, emergency medical equipment, traffic cones and control signs, absorbent material (for responding to spills), emergency and work lighting.

**99 - Unknown** is used when it is unknown if this vehicle is being used for a function other than the primary function for this type of vehicle.

## FIELD 65 – EMERGENCY USE

EMERGENCY USE	
01 - Non-Emergency, Non-Transport	<input type="checkbox"/>
02 - Non-Emergency, Transport	
03 - Emergency Operation, Emergency Warning Equipment not in Use	
04 - Emergency Operation, Emergency Warning Equipment in Use Unknown	
97 - Not Applicable	
99 - Unknown	

Emergency Use indicates operation of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck or ambulance while actually engaged in such response.

Emergency Use also refers to an official motor vehicle that is usually traveling with emergency signals in use; typically red light blinking, siren sounding, etc.

**01 - Non-Emergency, Non-Transport** is to be used when the authorized emergency vehicle has been dispatched to an incident or has initiated an operation in a non-emergency mode and is not transporting people, such as patients or suspects. The emergency vehicle operator is not using any emergency lighting, audible siren, or emergency vehicle maneuvers.

**02 - Non-Emergency, Transport** is to be used when the authorized emergency vehicle has been dispatched to an incident or has initiated a transport-related operation in a non-emergency mode. The emergency vehicle operator is not using any emergency lighting, audible siren, or emergency vehicle maneuvers. Example: transport of a suspect from one location to another, or interfacility transport of a patient in an ambulance to a nursing home.

**03 - Emergency Operation, Emergency Warning Equipment not in Use** is to be used when the authorized emergency vehicle has been dispatched to an incident or has initiated an emergency operation and has no emergency lighting or audible siren in use. The emergency vehicle operator may be using emergency vehicle maneuvers as allowed under state law.

Examples: a police car in the last mile approaching a bank robbery; transport of a patient in an ambulance for which lights and sirens are not used per protocol, etc.

**04 - Emergency Operation, Emergency Warning Equipment in Use** is to be used when the authorized emergency vehicle has been dispatched to an incident or has initiated an emergency operation and is using an audible siren and/or has illuminated its emergency lighting devices. The emergency vehicle operator is using or is prepared to use emergency vehicle maneuvers as allowed by state law.

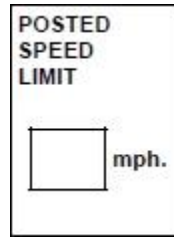
**97 - Not Applicable** is to be used only when this motor vehicle is not legally authorized by a government authority to respond to emergencies.

**99 - Unknown** when it is unknown if this motor vehicle is legally authorized by a government authority to respond to emergencies (e.g. hit-and-run).

## FIELD 66 – DIRECTION OF TRAVEL

DIRECTION OF TRAVEL	
00 - Northbound	03 - Westbound
01 - Southbound	04 - Not on Roadway
02 - Eastbound	99 - Unknown

Select the direction of this motor vehicle's travel on the roadway before the crash. Notice that this is not a compass direction, but a direction consistent with the designated direction of the road. For example, the direction of a State designated North-South highway must be either northbound or southbound even though a motor vehicle may have been traveling due East as a result of a short segment of the highway having an East-West orientation.

**FIELD 67 – POSTED SPEED LIMIT**

Enter the speed limit just prior to this vehicle's critical pre-crash event. ***For vehicles departing the trafficway prior to their critical pre-crash events, the trafficway selected for classification is the one the vehicle departed from.*** If this vehicle is in a junction just prior to its critical pre-crash event, the roadway selected for classification is the one it is on before entering the junction.

***Note: Refer to the highway speed limit that is operational at the time and place of the crash whether physically displayed or not. Try not to confuse advisory signs on entrance/exit ramps or near intersections with the actual legal maximum speed limit. Disregard advisory or other speed signs since they do not indicate the legal speed limit.***

Acceptable speed limits are in 5 mph increments.

Enter **00** when there is no posted speed limit and no law that governs the maximum speed you can drive (e.g., dirt roads, private roads open to the public). ***Also enter 00 in cases when this vehicle is entering a trafficway but was not on a trafficway prior to its critical pre-crash event.***

When entering the Speed Limit for roadways with two different speed limits (for north and southbound lanes), use the speed limit for the direction of travel where the critical pre-crash event begins.

When a roadway has a different speed limit for different types of vehicles, code the speed limit that is applicable to passenger cars.

**Example:**

A rural Interstate highway has a speed limit of 65 MPH for passenger cars, but the same road has a 55 MPH speed limit for heavy trucks/buses.

**Circumstance 1:** A single-vehicle (passenger car) crash. Speed Limit = 65 MPH

**Circumstance 2:** A single-vehicle (heavy truck/bus) crash. Speed Limit = 55 MPH

**Circumstance 3:** A two-vehicle crash, (passenger car and heavy truck/bus) crash. Speed Limit = 65 MPH

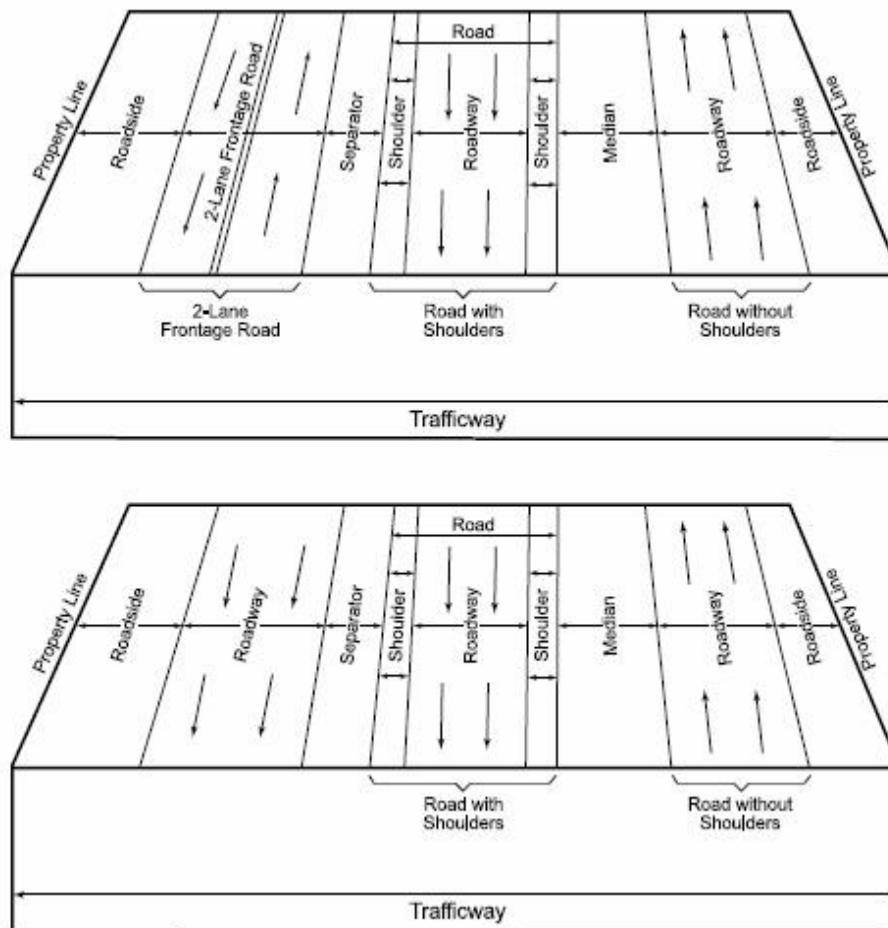
Enter **99** when the speed limit just prior to this vehicle's critical pre-crash event is unknown.



**FIELD 68 – TRAFFICWAY DESCRIPTION**

TRAFFICWAY DESCRIPTION	
00 - Non-Trafficway Area	
01 - Two-Way, Not Divided	
02 - Two-Way, Not Divided, With a Continuous Left Turn Lane	
03 - Two-Way, Divided, Unprotected (Painted >4 Feet) Median	
04 - Two-Way, Divided, Positive Median Barrier	
06 - One-Way Trafficway	
08 - Entrance/Exit Ramp	
99 - Unknown	

Select the trafficway flow just prior to this vehicle's critical pre-crash event. A divided trafficway is one on which roadways for travel in opposite directions are physically separated by a median. See diagram below:



*For vehicles departing the trafficway prior to their critical pre-crash events, the trafficway selected for classification is the one the vehicle departed. If this vehicle is in a junction just prior to its critical pre-crash event, the trafficway selected is the one it is on before entering the junction.*



**00 - Non-Trafficway Area** *is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical pre-crash event.*

A trafficway may include several roadways if it is a physically divided highway. Trafficways are not physically divided unless the divider is a median, barrier, or other constructed device. **Pavement markings do qualify when they meet the definition of a median.** Refer to the definition of [03 - On Median](#) under the **Location of First Harmful Event Relative to Trafficway** field.

A channelized lane should be considered a turn lane of the roadway it is part of, not a separate one-way roadway. Therefore, crashes occurring in a channelized lane should not be coded as a separate trafficway.

**01 - Two-Way, Not Divided** is used whenever there is no median. Generally, medians are not designed to legally carry traffic. **NOTE:** Although gores separate roadways, and traffic islands (associated with channels) separate travel lanes, neither is involved in the determination of trafficway division.

**02 - Two-Way, Not Divided, With a Continuous Left Turn Lane** is used whenever the trafficway has a two-way left turn lane positioned between opposing straight-through travel lanes. It is designed to allow left turns to driveways, shopping centers, businesses, etc., while at the same time providing a separation of opposing straight-through travel lanes.

**03 - Two-Way, Divided, Unprotected (Painted over 4 Feet) Median** is used whenever the trafficway is physically divided, however, the division is unprotected [e.g., vegetation, gravel, paved medians, trees, water, embankments and ravines that separate a trafficway (i.e., **all non-manufactured barriers**)]. **NOTE: Raised curbed medians DO NOT constitute a positive barrier in and by themselves.** The unprotected medians can be of any width, however, painted paved flush areas, must be at least 4 feet in width to constitute a median strip.

**04 - Two-Way, Divided, Positive Median Barrier** is used whenever the traffic is physically divided and the division is protected by any concrete, metal, or other type of longitudinal barrier (i.e., **all manufactured barriers**). **NOTE: Raised curbed medians DO NOT constitute a positive barrier in and by themselves.** For underpass support structures and bridge rails acting as a barrier, use this option.

Traffic Barrier refers to a physical structure such as a guardrail, a concrete safety barrier or a rock wall which has the primary function of preventing cross-median travel by deflecting and redirecting vehicles along the roadway on which they were traveling. Therefore, trees, curbing, rumble strips and drain depressions are not barriers.

All traffic barriers are constructed on a median strip; therefore, if a traffic barrier exists on a divided highway, **04 - Two-Way, Divided, Positive Median Barrier** must be used.

If it is not known whether or not a barrier exists, assume one does and use **04 - Two-Way, Divided, Positive Median Barrier** (that is, if a median is known to exist).

**06 - One-Way Trafficway** is used whenever the trafficway is undivided and traffic flows one direction (e.g., one-way streets).

**08 - Entrance/Exit Ramp** is an auxiliary or connecting roadway used for entering or exiting through-traffic lanes of a limited access roadway.

**99 - Unknown** is used when the trafficway flow just prior to this vehicle's critical pre-crash event is unknown.

## FIELD 69 – TOTAL THRU LANES

<b>TOTAL THRU LANES</b>	<input type="text"/>
00 - Non-Trafficway Area	
01 - One Lane	
02 - Two Lanes	
03 - Three Lanes	
04 - Four Lanes	
05 - Five Lanes	
06 - Six Lanes	
07 - Seven or More Lanes	
99 - Unknown	

Enter the number of travel lanes just prior to this vehicle's critical pre-crash event. ***For vehicles departing the trafficway prior to their critical pre-crash event, the trafficway selected is the one the vehicle departed.*** If this vehicle is in a junction just prior to its critical pre-crash event, the roadway selected is the one it is on before entering the junction.

A roadway (through lanes only) is one part of a divided trafficway or, if undivided, the same as the through lanes of the trafficway. A lane that can be used for through or turning traffic (dual purpose) will be considered a through lane.

Only lanes open for travel should be counted. Turn lanes are therefore excluded. This also excludes continuous left-turn lanes (which are considered "turn lanes").

If traffic flows in both directions and is undivided, code the total number of lanes in both directions. If the trafficway is divided into two or more roadways, code only the number of lanes for the roadway on which this vehicle was traveling.

The number of lanes counted does not include any that are rendered unusable by restriction of the right-of-way (e.g., closed due to construction).

**00 - Non-Trafficway Area** is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical pre-crash event.

- 01 - One Lane** is used when there is only one travel lane.
- 02 - Two Lanes** is used when there are two lanes of travel.
- 03 - Three Lanes** is used when there are three lanes of travel.
- 04 - Four Lanes** is used when there are four lanes of travel.
- 05 - Five Lanes** is used when there are five lanes of travel.
- 06 - Six Lanes** is used when there are six lanes of travel.
- 07 - Seven or More Lanes** is used when there are seven or more lanes of travel.
- 99 - Unknown** is used when the number of travel lanes just prior to this vehicle's critical pre-crash event is unknown.

## FIELD 70 – ROADWAY ALIGNMENT AND GRADE

### HORIZONTAL ALIGNMENT

#### Horizontal Alignment:

- |                          |                            |
|--------------------------|----------------------------|
| 00 - Non-Trafficway Area |                            |
| 01 - Straight            |                            |
| 02 - Curve Right         | 04 - Curve - Unk Direction |
| 03 - Curve Left          | 99 - Unknown               |



Select the option which best represents the roadway alignment just prior to this vehicle's critical pre-crash event. *For vehicles departing the trafficway prior to their critical pre-crash events, the trafficway selected for classification is the one the vehicle departed from.*

- 00 - Non-Trafficway Area** is used when this motor vehicle is entering a trafficway but was not on a trafficway prior to its critical pre-crash event.
- 01 - Straight** is used when this motor vehicle's roadway is straight.
- 02 - Curve Right** or **03 - Curve Left** is used when **this** motor vehicle's roadway is curved to the right or left.
- 04 - Curve - Unknown Direction** is used when this motor vehicle's roadway is curved but the direction of the curve is not known.
- 99 - Unknown** is used when it is unknown if this motor vehicle's roadway was curved.

**GRADE**

<b>Grade:</b>	<input type="text"/>
00 - Non-Trafficway Area	
01 - Level	
02 - Grade, Unk Slope	05- Uphill
03 - Hillcrest	06 - Downhill
04 - Sag (Bottom)	99 - Unknown

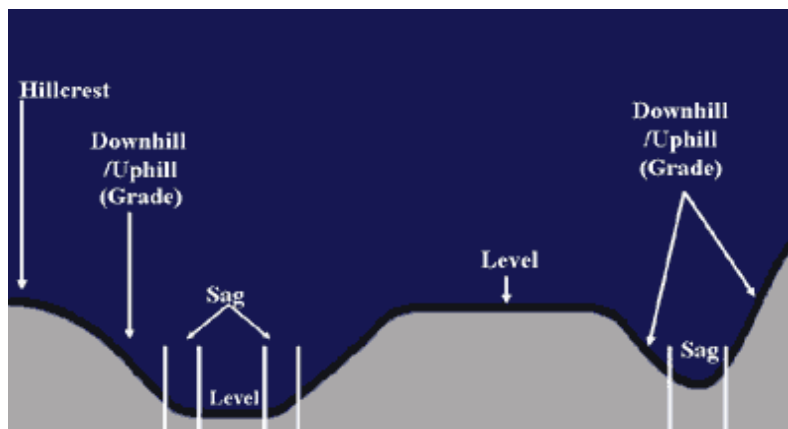
Select the roadway grade just prior to this motor vehicle's critical pre-crash event. ***For vehicles departing the trafficway prior to their critical pre-crash event, the trafficway selected for classification is the one the motor vehicle departed from.*** If this motor vehicle is in a junction just prior to its critical pre-crash event, the roadway selected for classification is the one it is on before entering the junction.

**00 - Non-Trafficway Area** is used when this motor vehicle is entering a trafficway but was not on a trafficway prior to its critical pre-crash event.

**01 - Level** is used when there is no roadway grade. The roadway is leveled.

**02 - Grade, Unknown Slope** is used when the roadway has a grade, but uphill/downhill is not known.

**03 - Hillcrest** refers to the area of transition between an uphill and a downhill grade as in the following illustration:



**04 - Sag (Bottom)** is a designed transition feature between a change of grade at the bottom of a hill. It is not a dip, which is a flaw.

A dip on the road is not the same as a sag. A sag is a design feature whereas a dip is a flaw. The minimum length of a sag is 100 feet.

**05 - Uphill** (see image above)

**06 - Downhill** (see image above)

**99 - Unknown** is used when the roadway grade just prior to this motor vehicle's critical pre-crash event is unknown.

## FIELD 71 – TRAFFIC CONTROL DEVICE TYPE

TRAFFIC CONTROL DEVICE TYPE	
00 - No Controls	20 - Stop Sign
01 - Traffic Control Signal (on colors) without Pedestrian Signal	21 - Yield Sign
02 - Traffic Control Signal (on colors) with Pedestrian Signal	23 - School Zone Sign/Device
03 - Traffic Control Signal (on colors) not known whether or not Pedestrian Signal	28 - Other Regulatory Sign
04 - Flashing Traffic Control Signal	29 - Unk Regulatory Sign
07 - Lane Use Control Signal	40 - Warning Sign
08 - Other Highway Traffic Signal	50 - Person (flagger, law enforcement, crossing guard, etc.)
09 - Unknown Highway Traffic Signal	65 - Railway Crossing Device
	98 - Other
	99 - Unknown

Select the option that best describes the traffic controls in the vehicle's environment just prior to this vehicle's critical pre-crash event. The roadway used for coding this field is the one this vehicle departed from if it is off the roadway just prior to its critical pre-crash event. If this vehicle is in a junction just prior to its critical pre-crash event, this field is coded based on the roadway this vehicle was on before entering the junction.

If more than one device is present, select the highest device (lowest number on list) most related to the crash.

There are two exceptions:

1. One exception is **50 – Person (flagger, law enforcement, crossing guard, etc.)**. This option takes precedence over the entire list.
2. The other exception is a **28 - Other Regulatory Sign**. You may have a **28 – Other Regulatory Sign** along with another Traffic Control Device (for example, a Warning Sign for a dangerous condition in which the Warning Sign is more relevant in the crash). In this case, the **40 - Warning Sign** is more appropriate to select.

**00 - No Controls** is used if, at the time of the crash, there was no intent to control (regulate or warn) vehicle traffic. Use this option if statutory controls apply (e.g., state law requires that when two vehicles meet at an uncontrolled intersection, the one on the right has the right-of-way).

When a traffic control is deactivated (e.g., traffic signal that emits no signals) during certain times of the day and was deactivated at the time of the crash, select **00 - No Controls**. A traffic control that has just been installed and not yet activated is also coded **00 - No Controls**.

If a traffic control is out (e.g., due to a power failure) select **00 - No Controls** unless a temporary control (e.g., stop sign, police officer, etc.) has been inserted in which case the temporary control should be entered.

**01 - Traffic Control Signal (on colors) without Pedestrian Signal** refers to any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow, and green. This traffic control signal does not have a pedestrian control signal.

**02 - Traffic Control Signal (on colors) with Pedestrian Signal** refers to any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow, and green. This traffic control signal does have a pedestrian control signal.

**03 - Traffic Control Signal (on colors) not known whether or not Pedestrian Signal** refers to any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow, and green. It is unknown if this traffic control signal has a pedestrian control signal.

**04 - Flashing Traffic Control Signal** usually has a single colored head and flashes. Use this option if it is a Highway Traffic Signal that is flashing. This includes a flashing beacon. If a flashing red beacon appears with a stop sign, use this option.

Guide signs do not constitute traffic controls.

You may have a Regulatory Speed Limit Sign along with another Traffic Control Device (for example, a Warning Sign for a dangerous condition in which the Warning Sign is more relevant in the crash). In this case, the Warning Sign is more appropriate to select. Another set of questions arises from the issue of proximity of the device to the crash. Judgment must be applied in these situations. Typical signs which create such problems are:

- Speed limit signs where a party to the crash may be speeding;
- “Do Not Pass” signs where a no passing zone extends for miles but is only marked at the beginning of the zone;
- Pedestrians Prohibited signs at entrances to freeways but a pedestrian crash occurs on the freeway between interchanges;
- And other such signs which may pertain to a significant length of road.

In these instances, if the crash occurs within reasonably close proximity of the sign and the sign type is relevant to the crash then it may be appropriate to enter the sign.

Generally, the appropriate option should be used if a party to the crash failed to heed the sign, was in a position to be controlled by the sign, or the sign has some relationship to the crash. For example, for a crash at a four-legged, two-way stop intersection where a driver fails to stop at the stop sign and collides with another vehicle, use the attribute **20 - Stop Sign**. Conversely, at the same intersection, a driver on an approach not controlled by a stop sign loses control and strikes a utility pole. In this case, **20 - Stop Sign** would not be appropriate.

Pavement markings are not considered as traffic control devices.

**07 - Lane Use Control Signal** is for permanent lane control electronic devices (i.e., overhead lights or “X” indicating lane open or closed for rush hour lanes, bridges or at tollbooths).

**08 - Other Highway Traffic Signal** should be selected for traffic signals that are not covered in the preceding options. Use this option when a School Bus uses flashing lights to control traffic around the bus, regardless of any additional signs the school bus uses. For example, a school bus uses flashing lights and a stop sign on an arm to stop traffic around the school bus. This should only be used if the crash occurred during the time the sign was in effect.

**09 - Unknown Highway Traffic Signal** is used when the highway traffic signal is unknown at the time of crash.

**20 - Stop Sign** is a traffic sign used to control vehicular traffic, usually erected at road junctions, that instructs drivers to stop and then to proceed only if the way ahead is clear.

**21 - Yield Sign** indicates that a vehicle driver must slow down and prepare to stop if necessary usually while merging into traffic on another road but needn't stop if the way is clear.

**23 - School Zone Sign/Device** is used when the first harmful event occurred during the time the sign was in effect. If the sign was in effect, it does not matter whether or not children were present. Some **23 - School Zone Signs/Devices** can be flashing, if this is the case, use this option before using **04 - Flashing Traffic Control Signal**.

#### **28 - Other Regulatory Sign**

Regulatory signs inform highway users of traffic laws or regulations and indicate the applicability of legal requirements that would not otherwise be apparent.

Examples of Regulatory Signs other than **20 - Stop Sign** or **21 - Yield Sign** are:

- Speed Limit
- Turn Prohibition
- Do Not Pass
- Do Not Enter
- Wrong-way
- One-way
- Road Closed
- Hazardous Cargo

**29 - Unknown Regulatory Sign** is used when the regulatory sign was unknown at the time of crash.

**40 - Warning Sign** is used when it is deemed necessary to warn traffic of existing or potentially hazardous conditions on or adjacent to a highway or street.

Examples of Warning Signs:

- Work/Construction Zone related (Lane Shift, Uneven Surface, Workers Ahead, etc.)
- Changes in Horizontal Alignment (Hill, Curve, etc.),
- Road Narrows,
- Divided Road/Divided Road Ends,
- Low Clearance,
- Road Surface Condition (Bump, Slippery When Wet, etc.),
- Traffic Flow (Merge, Two-Way Traffic, No Passing Zone etc.)
- This includes electronic warning signs such as portable signs, (i.e., attached to a vehicle), or stationary devices.
- Flashing lights on an approaching train.

**50 – Person (flagger, law enforcement, crossing guard, etc.)** is someone that is in the act of controlling both vehicular and pedestrian traffic.

**65 - Railway Crossing Device** is used to control or warn vehicular traffic at a railway crossing.

Examples:

- Flashing Lights
- Wigwags
- Bells
- Cross Bucks

**98 - Other** includes: any other device, which functions as a traffic control device which is not listed as an option above and is related to the crash. Some examples are: barricades, cones, drums, and object markers.

**99 - Unknown** is used when the traffic control device at the time of crash was not known.

**FIELD 72 – TRAFFIC CONTROL DEVICE WORKING**

TRAFFIC CONTROL DEVICE WORKING	
00 - No Controls	03 - Device Functioning Properly
01 - Device Not Functioning	99 - Unknown
02 - Device Functioning Improperly	

**00 - No Controls** is used if, at the time of the crash, there was no intent to control (regulate or warn) vehicle traffic.

**01 - Device Not Functioning** is used when the device is not functioning at all (e.g., signal out, sign knocked down).



**02 - Device Functioning Improperly** is used when the device was functioning to an extent but not as intended (e.g., red signal lamp burned out, sign twisted or obscured by vegetation).

**03 - Device Functioning Properly** is used when the device was functioning as intended.

**99 - Unknown** is used when it is unknown if the traffic control device was functioning at the time of the crash.

## FIELD 73 – VEHICLE MANEUVER / ACTION PRIOR TO RECOGNITION OF CRITICAL EVENT

VEHICLE MANEUVER / ACTION PRIOR TO RECOGNITION OF CRITICAL EVENT					
00 - No Driver Present	05 - Stopped In Road	10 - Turning Right	14 - Negotiating A Curve	17 - Successful Avoidance	<input type="checkbox"/>
01 - Going Straight	06 - Passing Or Overtaking Another Vehicle	11 - Turning Left	15 - Changing Lanes	Maneuver To A Previous Critical Event	
02 - Decelerating In Road	07 - Disabled Or "Parked" In Travel Lane	12 - Making A U-Turn	16 - Merging	98 - Other:	
03 - Accelerating In Road	08 - Leaving A Parking Position	13 - Backing Up (Other Than For Parking Position)		99 - Unknown	
04 - Starting In Road	09 - Entering A Parking Position				

Select the option that best describes this vehicle's activity prior to the driver's realization of an impending critical event or just prior to impact if the driver took no action or had no time to attempt any evasive maneuvers.

**00 - No Driver Present** select this option for in-transport motor vehicles when the element Driver Presence is **0 - No Driver Present / Not Applicable**.

**01 - Going Straight** is used when this vehicle's path of travel was straight ahead on the roadway without any attempted or intended changes. See option **98 - Other** for vehicles traveling on off-roadway locations.

**02 - Decelerating in Road** is used when this vehicle was traveling straight ahead within the road portion of the trafficway and was decelerating.

**03 - Accelerating in Road** is used when this vehicle was traveling straight ahead within the road portion of the trafficway and was accelerating.

**04 - Starting in Road** is used when this vehicle was in the process of starting forward from a stopped position within the road portion of the trafficway (e.g., start up from traffic signal).

**05 - Stopped in Road** is used when this vehicle was stopped momentarily, with the motor running within the road portion of the trafficway (e.g., stopped for traffic signal).

**06 - Passing or Overtaking Another Vehicle** is used when this vehicle was traveling straight ahead and was in the process of passing or overtaking another vehicle on the left or right.

**07 - Disabled or "Parked" In Travel Lane** is used when this vehicle was **"parked"** in a travel lane (e.g., double parked, disabled) with a driver present in the vehicle.

**08 - Leaving A Parking Position** is used when this vehicle was entering the travel lane from a parking area adjacent to the traffic lanes.

**09 - Entering A Parking Position** is used when this vehicle was leaving the travel lane to a parking area adjacent to the traffic lanes (e.g., in the process of parking).

**10 - Turning Right** is used when this vehicle was moving forward and turned right, changing lanes from one roadway to a different roadway (e.g., from or to a driveway, parking lot or intersection).

**11 - Turning Left** is used when this vehicle was moving forward and turned left, changing lanes from one roadway to a different roadway (e.g., from or to a driveway, parking lot or intersection).

**12 - Making a U-Turn** is used when this vehicle was making a U-turn on the trafficway.

**13 - Backing Up (Other Than For Parking Position)** is used when this vehicle was traveling backwards within the trafficway. Do not use this option if the vehicle was backing into a parking space (See **09 - Entering a Parking Position.**)

**14 - Negotiating A Curve** is used when this vehicle was continuing along a road that curved to the right or left.

**15 - Changing Lanes** is used when this vehicle was traveling straight ahead and changed travel lanes to the right or left while on the same roadway.

**16 - Merging** is used when this vehicle was moving forward and merging from the left or right into a traffic lane (e.g., roadway narrows, exit/entrance ramps).

**17 - Successful Avoidance Maneuver To A Previous Critical Event** is used when this vehicle responded to a previous critical event and successfully avoided an impact. However, this maneuver precipitated a subsequent critical crash envelope, which resulted in this vehicle's first impact.

**98 - Other** is used when this vehicle's pre-event movement is known but none of the specified options listed above are applicable. For example, vehicles traveling on off-roadway locations would be coded as **98 - Other**. Please note that the **other** maneuver / action **MUST** be specified in the space provided:

98 - Other: \_\_\_\_\_

**99 - Unknown** is used when the vehicle's movement prior to the driver's realization of an impending critical event is unknown.

## FIELD 74 – BUS USE

<b>BUS USE</b> 00 - Not a Bus 01 - School	04 - Intercity 05 - Charter/Tour	06 - Transit/Commuter 07 - Shuttle	08 - Modified for Personal/Private Use 98 - Other	99 - Unknown	<input type="text"/>
---	-------------------------------------	---------------------------------------	--	--------------	----------------------

This field describes the common type of bus service this vehicle was being used as at the time of the crash. Buses are any motor vehicle with seats to transport nine (9) or more people, including the driver's seat. This field does not include vans that are owned and operated for personal use.

**00 - Not a Bus** is used for vehicles that do not have a bus body type AND are not being used as a bus in the crash. This option should be selected for vehicles with less than nine (9) seats (including the driver) and personal-use vans with nine (9) or more seats (including the driver).

**01 - School** is described as a motor vehicle that satisfies the following criteria:

- externally identifiable to other traffic units as a school/pupil transport vehicle;
- operated, leased, owned, or contracted by a public or private school-type institution;
- where the institution's students may range from pre-school through high school;
- whose passengers/occupants, if any, are associated with the institution; and,
- the vehicle is in operation at the time of the crash to and from the school or on a school sponsored activity or trip.

In addition, School includes vehicles that are not externally identifiable as a school/pupil transport vehicle, but do meet all of the other criteria above, are vehicles used as school buses. (For example, a transit bus, at the time of the crash, used exclusively [no other passengers except students] to transport students to/from the school or school-related activity.)

**04 - Intercity** is used when a company is providing for-hire, long-distance passenger transportation between cities over fixed routes with regular schedules (for example; Greyhound bus service between major cities).

**05 - Charter/Tour** is used when a company is providing transportation on a for-hire basis and demand-response basis, usually round-trip service for a tour group or outing.

**06 - Transit/Commuter** is used for a government entity or private company providing passenger transportation over fixed, scheduled routes, within primarily urban geographical areas. (Example: People Mover.)

**07 - Shuttle** is used when private companies provide transportation services for their own employees, non-governmental organizations (such as churches and non-profit groups), and non-educational units of government (such as departments of corrections). (Examples include buses/nine-passenger vans transporting people from airports, hotels, rental car companies, and business facility to facility.)

**08 - Modified for Personal/Private Use** is used when a bus body type has been modified for personal or private use. For example, a bus with seats removed and exterior altered to allow for personal/ private hauling of cargo (instead of passengers). Also includes

musical groups in cross-country bus with interior remodeled with home-like conveniences.

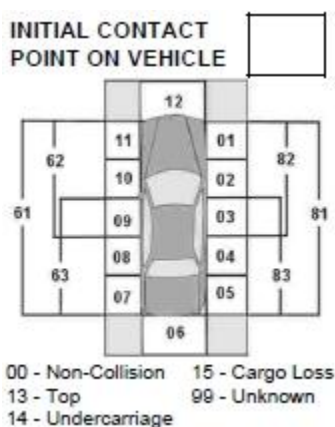
**98 - Other** is used when this is a motor vehicle seating nine (9) or more people, including the driver's seat but is not listed above. This does not include vans that are owned and operated for personal use.

**99 - Unknown** is used if it is unknown if this motor vehicle had a bus body type or was used as a bus in the crash (e.g., an unidentified hit-and-run vehicle).

**FIELD 75 – MOTOR VEHICLE # (cont.)**

MOTOR VEHICLE #  (cont.)

Enter the same motor vehicle number you entered on the **MOTOR VEHICLE #** (page 1 of 2) field.

**FIELD 76 – INITIAL CONTACT POINT ON VEHICLE**

Select the area of the motor vehicle that received the initial impact. It is important to note that area of impact refers mainly to the area of the vehicle that sustained the damage and does not depend upon the attitude of the vehicle (e.g., damage to a grille is still damage at 12 o'clock even if it was caused by sliding sideways past a utility pole).

Hitting the ground during a non-collision crash is not considered an “impact.”

1. If **FIRST HARMFUL EVENT** is coded as a non-collision and no impact to the vehicle occurs throughout the crash, then Initial Contact Point on Vehicle and **Damaged Areas** are both recorded as **00 - Non-Collision**.
2. If **FIRST HARMFUL EVENT** is coded as a non-collision (particularly Overturn/Rollover) and impacts to the vehicle do occur, then **Initial Contact Point on Vehicle** is still recorded as **00 - Non-Collision** and the **Damaged Areas** is coded as appropriate for the collision event(s).

**00 - Non-Collision** - If the **First Harmful Event** involving this vehicle is a non-collision event then Initial Contact Point on Vehicle will be **00 - Non-Collision**. If following a non-collision event, a vehicle has a collision event Initial Contact Point on Vehicle is still coded **00 - Non-Collision**.

Use areas **01 through 12** to refer to the points on a clock where the motor vehicle was damaged. These options can only be selected when a collision is involved. **DO NOT** select any of these options when the First Harmful Event field is a Non-Collision (options 01-07, 16, 44, 51 and 72.)

**Areas 61 through 63 and 81 through 83** are used when the initial contact point on vehicle includes several clock points. (e.g., if the area of initial impact is midway between or overlapping clock points 10 and 11, use **62 – Left-Front Half**. These options can only be selected when a collision is involved. **DO NOT** use any of these options when the First Harmful Event field is a Non-Collision (options 01-07, 16, 44, 51 and 72.)

Description	Coding
Front	12
Back	6
Left	61
Right	81
Left-Front Half	62
Left-Back Half	63
Right-Front Half	82
Right-Back Half	83

**13 - Top** – this option is to be used when the damage is to the top of the vehicle, to include the hood, roof, trunk lid and windshield. This option can only be selected when a collision is involved. **DO NOT** select this option when the selected option for the First Harmful Event field is a Non-Collision (options 01-07, 16, 44, 51 and 72.)

Wheel impacts are coded **14 - Undercarriage**. This option can only be selected when a collision is involved. **DO NOT** select this option when the First Harmful Event field is a Non-Collision (options 01-07, 16, 44, 51 and 72.)

**15 - Cargo Loss** – is used when the vehicle's initial harmful event is a collision event that does not occur on the outline of the vehicle (clock values). Examples would be logs falling on a vehicle from a log truck or a utility trailer that becomes separated and strikes a vehicle in the opposing lanes, etc. This option can only be selected when a collision is involved. **DO NOT** select this option when the First Harmful Event field is a Non-Collision (options 01-07, 16, 44, 51 and 72.)

**99 - Unknown** is used when the Initial Contact Point on vehicle is unknown. **DO NOT** select this option when the First Harmful Event field is a Non-Collision (options 01-07, 16, 44, 51 and 72.).

**FIELD 77 – DAMAGED AREA(S)**

**DAMAGED AREA(S)**

00 - No Damage      98 - All Areas  
 13 - Top            99 - Unknown  
 14 - Undercarriage

Select up to two areas on this motor vehicle that were most damaged during an event it underwent in the crash. The most damaged areas may or may not be associated with the Most Harmful Event for this vehicle. If a vehicle has an impact, but sustains no damage use the same code as the **Initial Contact Point on Vehicle**.

**00 - No Damage** – select this option if this vehicle experienced harmful events but the events did not produce physical damage to the vehicle itself.

Examples: vehicles that have the non-collision harmful events of **04 - Gas Inhalation**, **05 - Fell/Jumped from Vehicle**, **06 - Injured in Vehicle (Non-Collision)**, **07 - Other Non-Collision** and vehicles that have a collision event but the event does not produce damage to the vehicle such as running over a pedestrian lying in the roadway.

**98 - All Areas** – select this option if this vehicle was “destroyed” in a severe crash, multiple rollovers or impacts, consumed by fire, submerged in water, etc.

**99 - Unknown** – select this option when the Damaged Areas are unknown.

**FIELD 78 – UNDERCARRIAGE DAMAGE**

**UNDERCARRIAGE DAMAGE**

00 - No    01 - Yes    99 - Unk.

Specify whether or not this motor vehicle has any undercarriage damage as a result of this crash.

Wheel impacts are considered undercarriage damage so select **01 - Yes**.

**FIELD 79 – DAMAGE > \$501**

<b>DAMAGE &gt; \$501</b>			<input type="text"/>
00 - No	01 - Yes	99 - Unk.	

Specify whether or not this motor vehicle's damage is estimated to be over \$501 (\$501.01 or more).

**FIELD 80 – EXTENT OF DAMAGE**

<b>EXTENT OF DAMAGE</b>		<input type="text"/>
00 - No Damage	06 - Disabling Damage	
02 - Minor Damage	99 - Unknown	
04 - Functional Damage		

This field is to record an estimation of total damage to the motor vehicle **as a result of this crash**.

**00 - No Damage** is used when there is no damage for this vehicle **as a result of this crash**.

**02 - Minor Damage** is damage that does not disable or affect the operation of the motor vehicle. This option is used when damage to the vehicle **as a result of this crash** is considered to be Minor Damage or less than Functional Damage and the vehicle is not towed due to damage.

Examples of **02 - Minor Damage** include: dented or bent fenders, bumpers, grills, body panels, and destroyed hubcaps.

**04 - Functional Damage** is damage **as a result of this crash** that is not disabling, but affects the operation of the motor vehicle or its parts.

Examples of **04 - Functional Damage** include:

- doors, windows, hood and trunk lids that will not operate properly;
- broken glass that obscures vision;
- damage that would prevent the motor vehicle from passing an official motor vehicle inspection;
- tire damage even though the tire may have been changed at the scene;
- bumpers that are loose;
- headlight or taillight damage that would make night driving hazardous but would not affect daytime driving; and,
- damage to turn signals, horn or windshield wipers, that makes them inoperative.

**06 - Disabling Damage** is damage that precludes departure of the motor vehicle from the crash scene in its usual daylight-operating manner after simple repairs. As a result, the motor vehicle had to be towed, or carried from the crash scene, or assisted by an emergency motor vehicle. This option is also used when the damage is of greater magnitude than Functional Damage.



**99 - Unknown** is used when the damage severity is unknown.

Note: There is a distinction between the cost to repair the damage and the degree to which the damage affects the vehicle's operability (totaled, under/over monetary threshold). Operational damage is recorded here. For example, if the vehicle was totaled and towed away, use **06 - Disabling Damage**. However, if the vehicle was totaled, but the vehicle was driven away, use **04 - Functional Damage**.

## FIELD 81 – VEHICLE REMOVAL

VEHICLE REMOVAL	
01 - Driven Away	<input type="text"/>
02 - Towed Due to Disabling Damage	
03 - Towed Not Due to Disabling Damage	
04 - Abandoned/Left at Scene	
99 - Unknown	

This field describes the mode in which the vehicle left the scene of the crash. Towing includes vehicles carried from the scene on a flatbed tow truck.

If the vehicle is a combination vehicle (power unit and at least one trailer), the power unit and/or trailer(s) are considered when determining tow status. If the power unit, or trailer of a combination unit, sustained enough damage to require towing, consider this vehicle as towed due to damage.

For light vehicles, that are not commercial, do not select options **02 – Towed Due to Disabling Damage** or **03 – Towed Not Due to Disabling Damage** if only the trailer portion of the combination is towed.

**01 - Driven Away** is used when the vehicle was driven from the scene of this crash. This option applies to a vehicle which is towed out of a ditch or snow bank and subsequently driven away. In addition, this option is used if a vehicle was driven from the scene and subsequently disabled.

**02 - Towed Due to Disabling Damage** is used for any towing which is due to disabling damage caused by this crash which prohibits vehicle movement under its own power. Towed due to disabling damage includes any towing when the reason for towing is unknown.

If a vehicle was pushed by hand or by another vehicle after the crash because it was not drivable, then use **02 - Towed Due to Disabling Damage**.

If a vehicle was towed due to damage AND for other reasons such as driver arrest, then select **02 - Towed Due to Disabling Damage**.

If the vehicle was towed due to disabling damage that did not result from this crash (e.g., the vehicle was disabled on the roadside before becoming involved in this crash) then **DO**

**NOT SELECT 02 - Towed Due to Disabling Damage.** In this situation select **03 – Towed Not Due to Disabling Damage**.

**03 - Towed Not Due to Disabling Damage** is used when the vehicle has been towed but the towing results from other than disabling damage (e.g., minor damage, functional damage, stuck vehicles, driver arrested, injured driver, etc.).

Also select **03 - Towed Not Due to Disabling Damage** if this vehicle was towed due to disabling damage that did not result from this crash (e.g. the vehicle was disabled on the roadside before becoming involved in this crash).

**04 - Abandoned/Left at Scene** is used when the vehicle remained at the scene.

**99 - Unknown** is used when it is unknown how or if the vehicle was removed.

## FIELD 82 – TOWED BY

TOWED BY

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Enter the name of the company/agency that towed the vehicle.

## FIELD 83 – HIT AND RUN

<b>HIT AND RUN</b> 00 - No, Did Not Leave Scene 01 - Yes, Driver or Car and Driver Left Scene 99 - Unknown	<input type="checkbox"/>
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This field refers to cases where a vehicle is a contact vehicle in the crash and does not stop to render aid (this can include drivers who flee the scene on foot).

It does not matter whether the hit-and-run vehicle was striking or struck. The hit-and-run vehicle(s) is (are) the one(s) that “departed prior to investigation by the police,” or that is “abandoned” at the scene when its passenger(s)/occupant(s) fled from the area.

**00 - No, Did not Leave Scene** is used if there is no reason to believe a hit-and-run occurred involving this vehicle or its driver. Example: If a vehicle is involved in a multi-vehicle collision and one of the other contact vehicles leaves the scene.

Examples include:

1. if people in the vehicle are taken or go directly from the scene to a medical treatment facility or physician. However if doubt exists concerning the departure for treatment, assume hit-and-run.
2. a driver who leaves the scene but furnishes name, address, vehicle make, model and model year.

3. vehicles which set an object in motion such that (a) the object is contacted, before it stabilizes, by another in-transport motor vehicle, and (b) the vehicle which set the object in motion leaves the scene without providing the pertinent information (compare with exception two above).

**01 – Yes, Driver or Car and Driver Left Scene** is used when it has been determined that this vehicle's driver left the scene with or without their vehicle.

A hit-and-run occurred when this vehicle's driver left the scene after:

- striking a pedestrian or other type of non-motorist.
- striking a parked/stopped off roadway motor vehicle (with or without occupants).
- being struck while parked or in-transport.

If Hit-and-Run is **01 – Yes, Driver or Car and Driver Left Scene**, Person data must be submitted for the driver and passenger/occupants of this vehicle involved in the crash regardless of the fact that it was a hit-and-run.

When the hit-and-run vehicle and its driver are not identified, code all the fields on the Vehicle, and Person levels for passenger/occupants as **Unknown**. Otherwise, if some information is known about the vehicle and/or driver, code all the fields for which information exists and leave the rest as **Unknown**.

**99 - Unknown** is used when it cannot be determined if the vehicle and/or driver left the scene of the crash.

## FIELD 84 – MOST HARMFUL EVENT

MOST HARMFUL EVENT <i>(this vehicle only)</i>		Collision with Motor Vehicle In-Transport:		Collision With Fixed Object:	
<input type="text"/>  <b>Non-Collision Harmful Events:</b> 01 - Rollover/Overturn 02 - Fire/Explosion 03 - Immersion, Full or Partial 04 - Gas Inhalation 05 - Fell/Jumped from Vehicle 06 - Injured in Vehicle (Non-Collision) 07 - Other Non-Collision 16 - Thrown or Falling Object 44 - Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.) 51 - Jackknife (harmful to this vehicle) 72 - Cargo/Equipment Loss or Shift (harmful to this vehicle)	12 - Motor Vehicle In-Transport 54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport 55 - Motor Vehicle In Motion Outside the Trafficway		17 - Boulder 19 - Building 20 - Impact Attenuator/Crash Cushion 21 - Bridge Pier or Support 23 - Bridge Rail (Includes Parapet) 50 - Bridge Overhead Structure 24 - Guardrail Face 52 - Guardrail End 25 - Concrete Traffic Barrier 57 - Cable Barrier 26 - Other Traffic Barrier 58 - Ground 59 - Traffic Sign Support 46 - Traffic Signal Support		30 - Utility Pole/Light Support 31 - Other Post, Other Pole or Other Supports 32 - Culvert 33 - Curb 34 - Ditch 35 - Embankment 38 - Fence 39 - Wall 40 - Fire Hydrant 41 - Shrubbery 42 - Tree (Standing Only) 48 - Snow Bank 53 - Mail Box 43 - Other Fixed Object 99 - Unknown
	<b>Collision with Object Not Fixed:</b> 08 - Pedestrian 09 - Pedalcyclist 10 - Railway Vehicle 11 - Live Animal 14 - Parked Motor Vehicle 15 - Non-Motorist on Personal Conveyance 18 - Other Object (Not Fixed) 45 - Working Motor Vehicle 49 - Ridden Animal or Animal-Drawn Conveyance		<b>Non-Harmful Events:</b> (For Sequence of Events Fields ONLY) 60 - Cargo/Equipment Loss or Shift (non-harmful) 61 - Equipment Failure (blown tire, (non-harmful) brake failure, etc.) 62 - Separation of Units 63 - Ran Off Roadway-Right 64 - Ran Off Roadway-Left 65 - Cross Median 66 - Downhill Runaway 67 - Vehicle Went Airborne 68 - Cross Centerline 69 - Re-entering Roadway 70 - Jackknife (non-harmful) 71 - Vehicle Set in Motion		

This field identifies the event that resulted in the most severe injury or, if no apparent injury, the greatest property damage involving this motor vehicle. Must be the **major event** for this vehicle, even if different from the **FIRST HARMFUL EVENT**.

**This field has to be filled out for each vehicle. It may be different for each vehicle.**

Code using the following hierarchy:

**(A) FATALITIES take precedence over INJURIES.**

1. If this vehicle is involved in more than one event which causes fatality to its own passengers/occupants or to non-motorists, choose the event which causes the greatest number of fatalities to passengers/occupants of this vehicle or to non-motorists (not occupants of other vehicles).
2. If this vehicle is involved in more than one event that causes fatality to its own passengers/occupants or to non-motorists; and if there are an equal number of fatalities in each such event, choose the fatal event that is worst with respect to other injuries and property damage.
3. At last resort, choose the fatal event that occurred first, time-wise.

**(B) INJURIES take precedence over PROPERTY DAMAGE.**

1. If the vehicle is not involved in events that cause fatality to its passengers/occupants or to non-motorist, choose the event that produces the worst injury.
2. If in doubt, choose the event with the greatest number of injuries.
3. If in doubt, choose the event that occurred first, time-wise.

**(C) If only PROPERTY DAMAGE results for this vehicle:**

1. Choose the event causing the most damage.
2. If in doubt, choose the event that happened first, time-wise.

**Non-Collision Harmful Events:**

Non-Collision events involving motorcycles and vehicles with a “load”:

Non-Collision events may occur before or after a collision event. They should not be coded as a separate event if they occur as part of a collision event.

Examples:

- A motorcycle strikes a moose, overturns and the rider becomes separated from the vehicle. Code the collision event, not the non-collision “Rollover/Overturn” and “Fell/Jumped from Vehicle” that occur as part of the collision event.
- One tractor/trailer rear-ends another tractor/trailer. The impact pushes the lead vehicle’s load into the back of the tractor cab with cargo falling onto the roadway. Code the collision event, not the non-collision “cargo-loss or shift” that occurred as part of the collision event.

**01 - Rollover/Overturn** is used when a motor vehicle rotates (rollover) at least one quarter turn onto its side or end. For motorcycles, laying the motorcycle down on its side is sufficient to code **01 - Rollover/Overturn** as a harmful event if damage or injury is produced, even though Rollover is not applicable to motorcycles. **58 - Ground** is not to be entered when the harmful event is **01 - Rollover/Overturn**.

If there is a **01 - Rollover/Overturn** that begins in another location but involves a ditch or embankment in the case (e.g., “rolled through the ditch”, “rolled down the embankment”, “came to rest against the embankment”), then the rule applies where if there is no damage associated with an impact with the fixed object during the rollover, it is not included in the Most Harmful Event. If there is indication that damage resulted from an impact with the fixed object, it is included in the Most Harmful Event. This follows the same logic as striking a tree or another vehicle during an overturn.

**Note:** For medium/heavy trucks with attached trailers by fixed linkage, when either the power unit or the trailer rolls over, the entire vehicle will be considered a rollover.

For light vehicles, that are not commercial do not select **01 - Rollover/Overturn** if only the trailer portion of the combination overturns.

**02 - Fire/Explosion** is used for a vehicle fire or explosion that occurs during the crash sequence or as a result of the crash.

As it pertains to the occurrence of **02 - Fire/Explosion**, the crash circumstances are not considered stabilized until the threat of damage to this vehicle, or injury consequences to this vehicle's passengers/occupants, has ceased. Therefore, the crash sequence is not considered stabilized until all passengers/occupants have exited the vehicle and the scene has been declared safe. Fires that occur at a later time to vehicles abandoned at the scene (e.g., in open fields, on hillsides, etc.) or to vehicles removed from the scene to another location (tow yard, curbside, etc.) are not considered part of the crash sequence.

**03 – Immersion, Full or Partial** is used when an in-transport motor vehicle enters a body of water and results in injury or damage.

**04 - Gas Inhalation** includes injury or death as a result of toxic fumes, such as carbon monoxide fumes leaking from a motor vehicle in-transport.

**05 - Fell/Jumped from Vehicle** is used when a passenger/occupant of this vehicle falls or jumps (not suicide) from the vehicle causing injury. For example, a passenger of a motor vehicle in-transport leans against the car door, it opens and the passenger falls out; or a person riding on a vehicle's exterior (hood, roof, running board, etc.) falls or jumps, and is injured by the fall. If a passenger falls or jumps from a vehicle and is struck by that vehicle, use this option.

**06 - Injured in Vehicle (Non-Collision)** is used when a passenger is injured during an unstabilized situation (see definition for unstabilized situation in [Appendix C](#)) without a collision, excluding cargo/equipment loss or shift. Examples: Driver slams on brake, causing an unrestrained passenger to be injured. Driver makes a sharp turn causing driver to strike head on side window, knocking driver unconscious.

**07 - Other Non-Collision.** Non-collision not captured in the listed non-collision options.

Example:

Damage to the vehicle produced by its own dislodged vehicle parts (including hood flying up and contacting the windshield).

**16 - Thrown or Falling Object** is used when any object (1) is thrown (intentionally or unintentionally) and impacts an in-transport vehicle, or (2) falls onto, into, or in the path of an in-transport motor vehicle. If a tree limb falls from a tree and is contacted by a car, select **16 - Thrown or Falling Object**. If a person maliciously throws an object off an overpass into traffic below, select **16 - Thrown or Falling Object**. This excludes contacts made by loads or objects set in-motion by a motor vehicle (see **54 - Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport** under the **Collision with Motor Vehicle In-Transport** section of this field).

**44 - Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)** is used when the pavement surface irregularity is on a roadway. If the impact is with a surface irregularity (e.g., ruts, potholes) not on a roadway select **58 - Ground**.

**51 - Jackknife (harmful to this vehicle)** applies to a condition that occurs to an articulated vehicle, (any vehicle with a trailing unit(s) connected by a hitch; e.g., truck tractor or single-unit truck with one or more trailers, articulated bus, car pulling a boat on a trailer, etc.) while in motion. The condition reflects a loss of control of the vehicle by the driver in which the trailer(s) yaws from its normal straight-line path behind the power unit, striking the power unit, causing damage to the power unit or trailer. Jackknife should only be selected as a harmful event if there is clear indication of damage to the jackknifed vehicle or injury to its occupants caused by the jackknife.

**72 - Cargo/Equipment Loss or Shift (harmful to this vehicle)** refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, and not to the vehicle or trailing unit, itself. This option is only to be used when the injury- or damage-producing event in the crash is the loss or shift of cargo in/on a vehicle causing damage to that vehicle, or injury to its passengers/occupants. This option should never be selected to refer to a “collision” event (see **54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport** under the **Collision with Motor Vehicle In-Transport** section of this field).

Example:

A pickup truck brakes rapidly to avoid a collision. This causes a piece of lumber in the pickup bed to smash through the rear window.

**Collision with Motor Vehicle in Transport:**

**12 - Motor Vehicle In-Transport** is used when the injury- or damage-producing event is two motor vehicles in-transport making contact within the trafficway boundaries. In-

transport means that the motor vehicle is in-motion or on the roadway portion of a trafficway.

**54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in- Motion from/by Another Motor Vehicle In-Transport** is used when the injury- or damage producing event is two motor vehicles in-transport making contact by something set-in-motion by one of the vehicles. In these circumstances, both vehicles should have this option selected in their **Sequence of Events** field. In crashes involving harmful events caused by objects set-in-motion by a motor vehicle in-transport, remember that a vehicle's load is considered part of the vehicle.

Examples:

1. If cargo falls from a truck (in-transport) and strikes another motor vehicle in-transport, this is treated as a two-vehicle crash. Therefore, the proper option for both vehicles is **54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport**.
2. If cargo falls from a truck (in-transport) and strikes another vehicle that is not in-transport, this is also treated as a two-vehicle crash; however in this example, the proper option is **14 - Parked Motor Vehicle** or **45 - Working Motor Vehicle** depending on which type of not in-transport vehicle was contacted by the load.
3. If cargo falls from a truck (in-transport) and strikes a pedestrian, the proper option would be **08 - Pedestrian**.

**55 - Motor Vehicle In Motion Outside the Trafficway** is used when the injury- or damage producing event is two motor vehicles in-transport making contact outside the trafficway boundaries in a motor vehicle traffic crash. Note that the incident must start on a trafficway in order for this event to be considered a crash.

Example:

A vehicle loses control attempting to turn into a gas station and strikes another vehicle pulling away from the pump in the station lot.

### **Collision with Object Not Fixed:**

**08 - Pedestrian** is used for all those not on a personal conveyance. A person pushing a vehicle should be coded **08 - Pedestrian**. A person being carried by another person should also be considered a **08 - Pedestrian**.

**09 - Pedalcyclist** is used for any person on a non-motorized other road vehicle propelled by pedaling. Examples include a bicycle, tricycle, unicycle or pedal car.

**10 - Railway Vehicle** is any land vehicle that is (1) designed primarily for, or in use for, moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway.

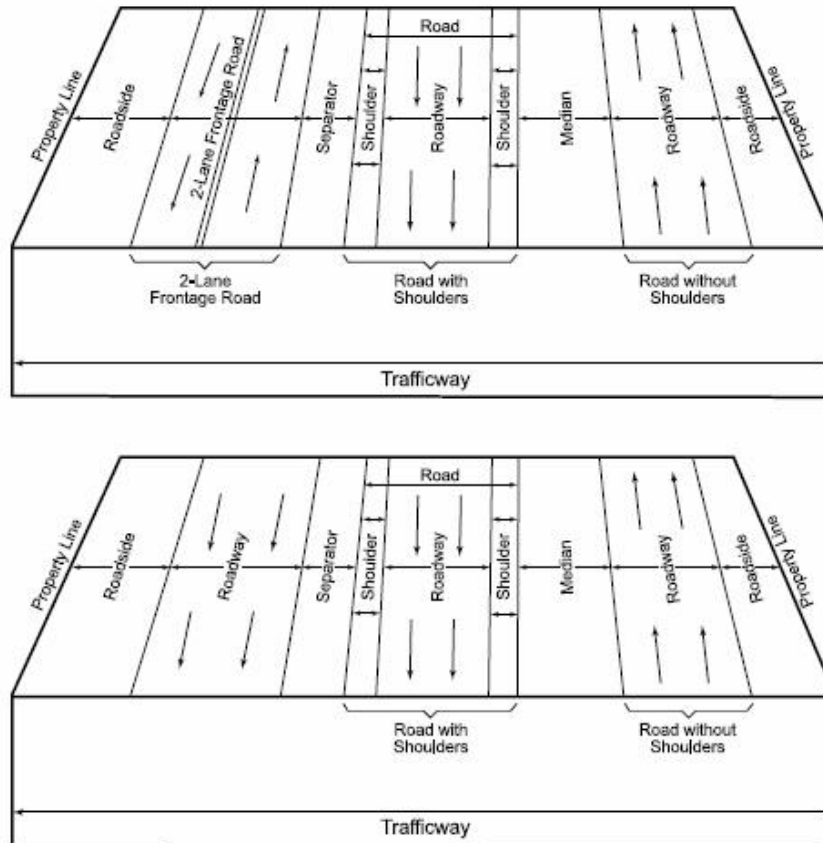
**11 - Live Animal** is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device.

### ***LIVE ANIMAL***

11 - Live Animal: \_\_\_\_\_

If the Most Harmful Event is a collision with a live animal enter the animal in the space provided (i.e. Bear – Brown, Bear – Black, Bear – Other/Unknown, Bison / Musk Ox, Cat / Dog, Caribou, Deer, Fox, Horse / Cow, Moose, Porcupine, Rabbit, Sheep / Goat, Squirrel, Wolf, etc.)

**14 - Parked Motor Vehicle** is used when the impact occurred between a motor vehicle in-transport and a motor vehicle **neither on a roadway nor in motion** (see image below for clarification on what a roadway is). A vehicle stopped off the roadway, its door open over a roadway, is not in-transport.



**15 - Non-Motorist on Personal Conveyance** is used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Inclusions:



- |   |  |
|---|--|
| <p>1) Ridable toys</p> <ul style="list-style-type: none"> <li>- Roller skates, in-line skates</li> <li>- Skateboards</li> <li>- Baby carriage</li> <li>- Scooters</li> <li>- Toy wagons</li> </ul> <p>2) Motorized ridable toys</p> <ul style="list-style-type: none"> <li>- Motorized skateboard</li> <li>- Motorized toy car</li> </ul> | <p>3) Devices for personal mobility assistance</p> <ul style="list-style-type: none"> <li>- Segway-style devices</li> <li>- Motorized and non-motorized wheelchair</li> <li>- Handicapped scooters</li> </ul> <p>Exclusions:</p> <ul style="list-style-type: none"> <li>- Golf cart</li> <li>- Low speed vehicles (LSVs)</li> <li>- Go-carts</li> <li>- Minibike</li> <li>- “Pocket” motorcycles</li> <li>- Motor scooters</li> <li>- Moped</li> </ul> |
|---|--|

**18 - Other Object (Not Fixed)** refers to objects such as a dead body, animal carcass, construction cones or barrels, an unattached trailer, a bicycle without a rider or downed tree limbs or power lines.

**45 - Working Motor Vehicle** is used to indicate the motor vehicle contacted was in the act of performing construction, maintenance, or utility work related to the trafficway when it became an involved unit. This “work” may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside the trafficway boundaries. This option does not include private construction/maintenance vehicles, or vehicles such as garbage trucks, delivery trucks, taxis, emergency vehicles, tow trucks, etc.

Examples:

1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
3. Utility truck or a “cherry picker”, performing maintenance on power lines along the roadway or maintaining a traffic signal.
4. A private excavating company contracted by the State digging the foundation for a new overpass.
5. A state, county, or privately owned snow plow, plowing ice/snow as part of a highway maintenance activity.
6. Street sweeper sweeping the street.
7. A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
8. A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

A question may arise when a police, fire or emergency medical vehicle is struck on the roadway while at the scene of a crash, at a traffic stop, or as traffic control. The question becomes, “has its function changed from being a motor vehicle in-transport to a working vehicle?” The answer is “no.” Treat these situations as a motor vehicle in-transport striking another motor vehicle in-transport.

Use **49 - Ridden Animal or Animal-Drawn Conveyance** for ridden animals and animals drawing transport devices. See **18 - Other Object (Not Fixed)** for an animal carcass lying in the roadway.

### **Collision with Fixed Object**

The attributes **58 - Ground**, **33 - Curb**, **34 - Ditch** and **35 - Embankment** are grouped under the Collision with Fixed Object subset because they are intended to be harmful events in the crash (e.g., – they are associated with an impact that produces injury or damage). If there is no indication of damage from contact with the fixed object (e.g., “came to rest on the embankment” or “ran into the ditch”), then it is not included in the Crash Events.

**17 - Boulder** is a rock of sufficient mass that when struck by a motor vehicle moves very little and remains basically intact. It may be considered as a fixed object.

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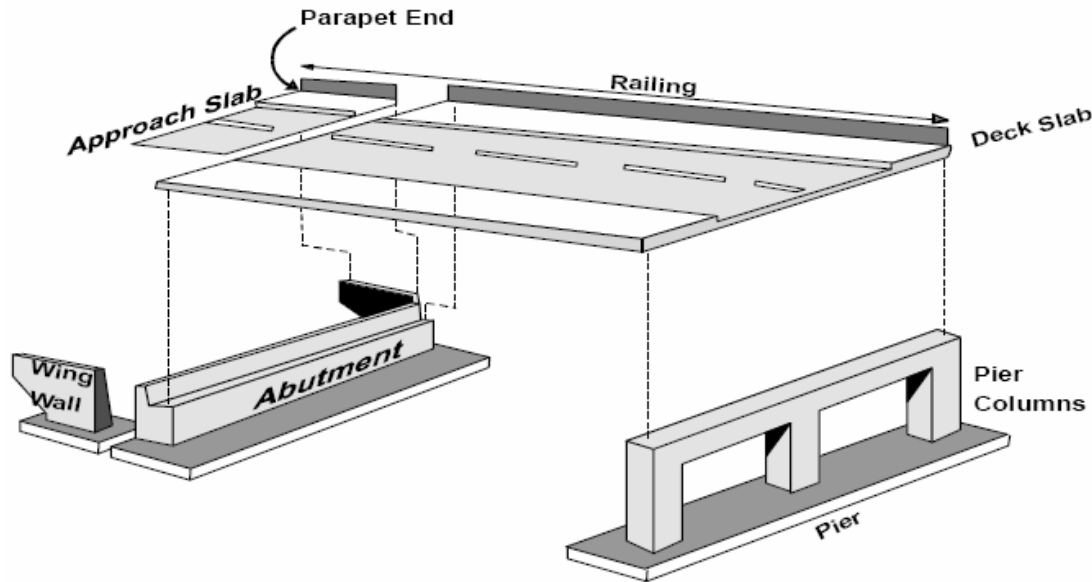
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**23 - Bridge Rail (Includes Parapet)** is a wooden, brick, stone, concrete or metal fence-like structure which runs along the outermost edge of the roadway or sidewalk on the bridge or a rail constructed along the top of a parapet. Balustrade is often used synonymously with parapet.

- Bridges do not need to support another roadway. It may be an overpass for a train or even for a viaduct (water conduit).

## BRIDGE COMPONENTS



**24 - Guardrail Face** is a low barrier that has the primary longitudinal structure composed of metal (plates, mesh, box beam, etc.). A guardrail is differentiated from **25 - Concrete Traffic Barrier** by the material making up the greatest part of the longitudinal portion of the structure. In the case of guardrails, this is metal whereas in concrete barriers this is concrete (including concrete rails).

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**35 - Embankment** is a raised structure to hold back water, to carry a roadway or the result of excavation or washout (including erosion) which may be faced with earth (or rock, stone or concrete). A **35 - Embankment** can usually be differentiated from a **39 - Wall** by its incline whereas a wall is usually vertical. However, there are exceptions to this; such as a retaining wall that may be inclined or a vertical embankment that is caused by a natural event such as a washout. In crashes involving a field approach or crossing, if in doubt about when to use **32 - Culvert**, **34 - Ditch** or **35 - Embankment** use the following criteria:

- a. Use **34 - Ditch** if the driver would not have been able to recover from the ditch even if there had been no field approach (crossing).
- b. Use **35 - Embankment** if the driver would have been able to recover from the ditch, but struck the field approach (crossing) prior to doing so.
- c. Use **35 - Embankment** if it is not known whether or not the driver would have been able to recover from the ditch and a field approach (crossing) is involved.

**38 - Fence** includes the fence posts. A Fence can be made of wood, chain link, stone, etc.

**39 - Wall** is a primarily vertical structure composed of concrete, metal, timber or stone which is not part of a building or a fence but typically is used for retaining earth, abating noise, and separating areas (but not for containment as in the primary function of a fence). Also included as a **39 - Wall** are headwalls (or endwalls) that are sometimes provided on culvert ends principally to protect the sides of the embankment around the culvert opening against erosion. This does not include wing-walls, which are attached to ends of bridge abutments and extend back at an angle from the roadway. Wing-walls should be coded as **21 - Bridge Pier or Support**.

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Examples:

- Bus shelters
- Pedestrian walkways
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**99 - Unknown** is used when the most harmful event is not known.

**FIELD 85 – SEQUENCE OF EVENTS**

SEQUENCE OF EVENTS (this vehicle only)		Collision with Motor Vehicle In-Transport:	Collision With Fixed Object:	
1st	<input type="checkbox"/>	12 - Motor Vehicle In-Transport 54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport 55 - Motor Vehicle In Motion Outside the Trafficway	17 - Boulder 19 - Building 20 - Impact Attenuator/Crash Cushion 21 - Bridge Pier or Support 23 - Bridge Rail (Includes Parapet) 50 - Bridge Overhead Structure 24 - Guardrail Face 52 - Guardrail End 25 - Concrete Traffic Barrier 57 - Cable Barrier 26 - Other Traffic Barrier 58 - Ground 59 - Traffic Sign Support 46 - Traffic Signal Support	
2nd	<input type="checkbox"/>	Non-Collision Harmful Events: 01 - Rollover/Overturn 02 - Fire/Explosion 03 - Immersion, Full or Partial 04 - Gas Inhalation 05 - Fell/Jumped from Vehicle 06 - Injured in Vehicle (Non-Collision) 07 - Other Non-Collision 16 - Thrown or Falling Object 44 - Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.) 51 - Jackknife (harmful to this vehicle) 72 - Cargo/Equipment Loss or Shift (harmful to this vehicle)	Collision with Object Not Fixed: 08 - Pedestrian 09 - Pedalcyclist 10 - Railway Vehicle 11 - Live Animal 14 - Parked Motor Vehicle 15 - Non-Motorist on Personal Conveyance 18 - Other Object (Not Fixed) 45 - Working Motor Vehicle 49 - Ridden Animal or Animal-Drawn Conveyance	30 - Utility Pole/Light Support 31 - Other Post, Other Pole or Other Supports 32 - Culvert 33 - Curb 34 - Ditch 35 - Embankment 38 - Fence 39 - Wall 40 - Fire Hydrant 41 - Shrubbery 42 - Tree (Standing Only) 48 - Snow Bank 53 - Mail Box 43 - Other Fixed Object 99 - Unknown
3rd	<input type="checkbox"/>	60 - Cargo/Equipment Loss or Shift (non-harmful) 61 - Equipment Failure (blown tire, (non-harmful) brake failure, etc.)	Non-Harmful Events: (For Sequence of Events Fields ONLY) 62 - Separation of Units 63 - Ran Off Roadway-Right 64 - Ran Off Roadway-Left 65 - Cross Median	
4th	<input type="checkbox"/>		66 - Downhill Runaway 67 - Vehicle Went Airborne 68 - Cross Centerline 69 - Re-entering Roadway 70 - Jackknife (non-harmful) 71 - Vehicle Set in Motion	

**Definition:** The events in sequence related to this motor vehicle, regardless of injury and/or property damage. Select up to four events for this vehicle in the order in which they occurred, time wise.

**Non-Collision Harmful Events:**

Non-Collision events may occur before or after a collision event. They should not be coded as a separate event if they occur as part of a collision event.

Examples:

- A motorcycle strikes a moose, overturns and the rider becomes separated from the vehicle. Code the collision event, not the non-collision “Rollover/Overturn” and “Fell/Jumped from Vehicle” that occur as part of the collision event.
- One tractor/trailer rear-ends another tractor/trailer. The impact pushes the lead vehicle’s load into the back of the tractor cab with cargo falling onto the roadway. Code the collision event, not the non-collision “cargo-loss or shift” that occurred as part of the collision event.

**01 - Rollover/Overturn** is used when a motor vehicle rotates (rollover) at least one quarter turn onto its side or end. For motorcycles, laying the motorcycle down on its side is sufficient to code **01 - Rollover/Overturn** as a harmful event if damage or injury is produced, even though Rollover is not applicable to motorcycles. **58 - Ground** is not to be entered when the harmful event is **01 - Rollover/Overturn**.

If there is a **01 - Rollover/Overturn** that begins in another location but involves a ditch or embankment in the case (e.g., “rolled through the ditch”, “rolled down the embankment”, “came to rest against the embankment”), then the rule applies where if there is no damage associated with an impact with the fixed object during the rollover, it is not included in the Most Harmful Event. If there is indication that damage resulted from an impact with the fixed object, it is included in the Most Harmful Event. This follows the same logic as striking a tree or another vehicle during an overturn.

**Note:** For medium/heavy trucks with attached trailers by fixed linkage, when either the power unit or the trailer rolls over, the entire vehicle will be considered a rollover.

For light vehicles, that are not commercial do not select **01 - Rollover/Overturn** if only the trailer portion of the combination overturns.

**02 - Fire/Explosion** is used for a vehicle fire or explosion that occurs during the crash sequence or as a result of the crash.

As it pertains to the occurrence of **02 - Fire/Explosion**, the crash circumstances are not considered stabilized until the threat of damage to this vehicle, or injury consequences to this vehicle's passengers/occupants, has ceased. Therefore, the crash sequence is not considered stabilized until all passengers/occupants have exited the vehicle and the scene has been declared safe. Fires that occur at a later time to vehicles abandoned at the scene (e.g., in open fields, on hillsides, etc.) or to vehicles removed from the scene to another location (tow yard, curbside, etc.) are not considered part of the crash sequence.

**03 – Immersion, Full or Partial** is used when an in-transport motor vehicle enters a body of water and results in injury or damage.

**04 - Gas Inhalation** includes injury or death as a result of toxic fumes, such as carbon monoxide fumes leaking from a motor vehicle in-transport.

**05 - Fell/Jumped from Vehicle** is used when a passenger/occupant of this vehicle falls or jumps (not suicide) from the vehicle causing injury. For example, a passenger of a motor vehicle in-transport leans against the car door, it opens and the passenger falls out; or a person riding on a vehicle's exterior (hood, roof, running board, etc.) falls or jumps, and is injured by the fall. If a passenger falls or jumps from a vehicle and is struck by that vehicle, use this option.

**06 - Injured in Vehicle (Non-Collision)** is used when a passenger is injured during an unstabilized situation (see definition for unstabilized situation in [Appendix C](#)) without a collision, excluding cargo/equipment loss or shift. Examples: Driver slams on brake, causing an unrestrained passenger to be injured. Driver makes a sharp turn causing driver to strike head on side window, knocking driver unconscious.

**07 - Other Non-Collision.** Non-collision not captured in the listed non-collision options.

Example:

Damage to the vehicle produced by its own dislodged vehicle parts (including hood flying up and contacting the windshield).

**16 - Thrown or Falling Object** is used when any object (1) is thrown (intentionally or unintentionally) and impacts an in-transport vehicle, or (2) falls onto, into, or in the path of an in-transport motor vehicle. If a tree limb falls from a tree and is contacted by a car, select **16 - Thrown or Falling Object**. If a person maliciously throws an object off an

overpass into traffic below, select **16 - Thrown or Falling Object**. This excludes contacts made by loads or objects set in-motion by a motor vehicle (see **54 - Motor Vehicle In-Transport Strikes or Is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport** under the **Collision with Motor Vehicle In-Transport** section of this field).

**44 - Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)** is used when the pavement surface irregularity is on a roadway. If the impact is with a surface irregularity (e.g., ruts, potholes) not on a roadway select **58 - Ground**.

**51 - Jackknife (harmful to this vehicle)** applies to a condition that occurs to an articulated vehicle, (any vehicle with a trailing unit(s) connected by a hitch; e.g., truck tractor or single-unit truck with one or more trailers, articulated bus, car pulling a boat on a trailer, etc.) while in motion. The condition reflects a loss of control of the vehicle by the driver in which the trailer(s) yaws from its normal straight-line path behind the power unit, striking the power unit, causing damage to the power unit or trailer. Jackknife should only be selected as a harmful event if there is clear indication of damage to the jackknifed vehicle or injury to its occupants caused by the jackknife.

**72 - Cargo/Equipment Loss or Shift (harmful to this vehicle)** refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, and not to the vehicle or trailing unit, itself. This option is only to be used when the injury- or damage-producing event in the crash is the loss or shift of cargo in/on a vehicle causing damage to that vehicle, or injury to its passengers/occupants. This option should never be selected to refer to a “collision” event (see **54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport** under the **Collision with Motor Vehicle In-Transport** section of this field).

Example:

A pickup truck brakes rapidly to avoid a collision. This causes a piece of lumber in the pickup bed to smash through the rear window.

### **Collision with Motor Vehicle in Transport:**

**12 - Motor Vehicle In-Transport** is used when the injury- or damage-producing event is two motor vehicles in-transport making contact within the trafficway boundaries. In-transport means that the motor vehicle is in-motion or on the roadway portion of a trafficway.

**54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in- Motion from/by Another Motor Vehicle In-Transport** is used when the injury- or damage producing event is two motor vehicles in-transport making contact by something set-in-motion by one of the vehicles. In these circumstances, both vehicles should have this option selected in their **Sequence of Events** field. In crashes involving



harmful events caused by objects set-in-motion by a motor vehicle in-transport, remember that a vehicle's load is considered part of the vehicle.

Examples:

4. If cargo falls from a truck (in-transport) and strikes another motor vehicle in-transport, this is treated as a two-vehicle crash. Therefore, the proper option for both vehicles is **54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport**.
5. If cargo falls from a truck (in-transport) and strikes another vehicle that is not in-transport, this is also treated as a two-vehicle crash; however in this example, the proper option is **14 - Parked Motor Vehicle** or **45 - Working Motor Vehicle** depending on which type of not in-transport vehicle was contacted by the load.
6. If cargo falls from a truck (in-transport) and strikes a pedestrian, the proper option would be **08 - Pedestrian**.

**55 - Motor Vehicle In Motion Outside the Trafficway** is used when the injury- or damage producing event is two motor vehicles in-transport making contact outside the trafficway boundaries in a motor vehicle traffic crash. Note that the incident must start on a trafficway in order for this event to be considered a crash.

Example:

A vehicle loses control attempting to turn into a gas station and strikes another vehicle pulling away from the pump in the station lot.

#### **Collision with Object Not Fixed:**

**08 - Pedestrian** is used for all those not on a personal conveyance. A person pushing a vehicle should be coded **08 - Pedestrian**. A person being carried by another person should also be considered a **08 - Pedestrian**.

**09 - Pedalcyclist** is used for any person on a non-motorized other road vehicle propelled by pedaling. Examples include a bicycle, tricycle, unicycle or pedal car.

**10 - Railway Vehicle** is any land vehicle that is (1) designed primarily for, or in use for, moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway.

**11 - Live Animal** is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device.

#### ***LIVE ANIMAL***

11 - Live Animal: \_\_\_\_\_

If the Most Harmful Event is a collision with a live animal enter the animal in the space provided (i.e. Bear – Brown, Bear – Black, Bear – Other/Unknown, Bison / Musk Ox,

Cat / Dog, Caribou, Deer, Fox, Horse / Cow, Moose, Porcupine, Rabbit, Sheep / Goat, Squirrel, Wolf, etc.)

**14 - Parked Motor Vehicle** is used when the impact occurred between a motor vehicle in-transport and a motor vehicle neither on a roadway nor in motion. A vehicle stopped off the roadway, its door open over a roadway, is not in-transport.

**15 - Non-Motorist on Personal Conveyance** is used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Inclusions:

- |                                 |   |
|---------------------------------|---|
| 3) Ridable toys                 | 3) Devices for personal mobility assistance |
| - Roller skates, in-line skates | - Segway-style devices                      |
| - Skateboards                   | - Motorized and non-motorized wheelchair    |
| - Baby carriage                 | - Handicapped scooters                      |
| - Scooters                      |   |
| - Toy wagons                    |   |
| 4) Motorized ridable toys       |   |
| - Motorized skateboard          |   |
| - Motorized toy car             |   |

Exclusions:

- Golf cart
- Low speed vehicles (LSVs)
- Go-carts
- Minibike
- “Pocket” motorcycles
- Motor scooters
- Moped

**18 - Other Object (Not Fixed)** refers to objects such as a dead body, animal carcass, construction cones or barrels, an unattached trailer, a bicycle without a rider or downed tree limbs or power lines.

**45 - Working Motor Vehicle** is used to indicate the motor vehicle contacted was in the act of performing construction, maintenance, or utility work related to the trafficway when it became an involved unit. This “work” may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside the trafficway boundaries. This option does not include private construction/maintenance vehicles, or vehicles such as garbage trucks, delivery trucks, taxis, emergency vehicles, tow trucks, etc.

Examples:

1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.

3. Utility truck or a “cherry picker”, performing maintenance on power lines along the roadway or maintaining a traffic signal.
4. A private excavating company contracted by the State digging the foundation for a new overpass.
5. A state, county, or privately owned snow plow, plowing ice/snow as part of a highway maintenance activity.
6. Street sweeper sweeping the street.
7. A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
8. A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

A question may arise when a police, fire or emergency medical vehicle is struck on the roadway while at the scene of a crash, at a traffic stop, or as traffic control. The question becomes, “has its function changed from being a motor vehicle in-transport to a working vehicle?” The answer is “no.” Treat these situations as a motor vehicle in-transport striking another motor vehicle in-transport.

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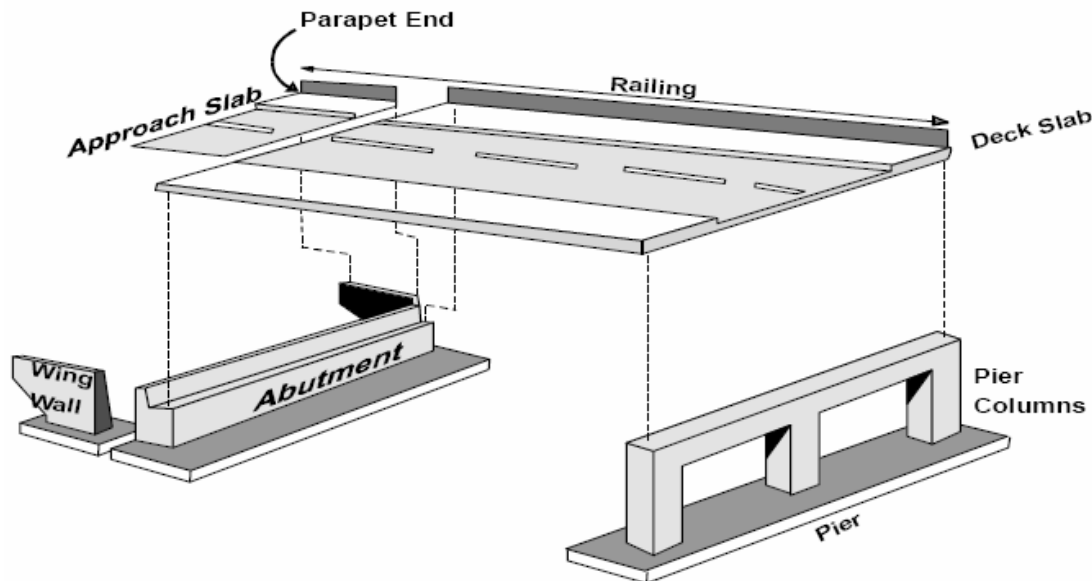
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**99 - Unknown** is used when the most harmful event is not known.

#### **Non-Harmful Events:**

**60 - Cargo/Equipment Loss or Shift (non-harmful)** refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, and not to the vehicle or trailing unit, itself. This option should never be used:

1. to refer to a “collision” event (see **54 -Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In- Transport**)
2. to a harmful event related to the loss or shift of cargo in/on a vehicle causing damage to that vehicle, or injury to its occupants (see **72 - Cargo/Equipment Loss or Shift (harmful to this vehicle)**).

Example:

A load of logs on a tractor semi-trailer shifts as the truck rounds a curve resulting in an overturn.

**61 - Equipment Failure (blown tire (non-harmful), brake failure, etc.)** Examples of equipment failure include blown tires, brake failures, etc.

**62 - Separation of Units** is used when a trailing unit separates from its power unit or another trailing unit(s). This applies to truck tractors with trailer(s), single-unit trucks with a trailer and other vehicles pulling a trailer (e.g., car pulling a boat or motor home).

**63 - Ran Off Roadway-Right** is used if the vehicle runs off the right side of the roadway. This option can be used anytime in the event sequence before or after any harmful event.

**64 - Ran Off Roadway-Left** is used if the vehicle runs off the left side of the roadway. This option can be used anytime in the event sequence before or after any harmful event.

Guideline for Running Off Road on Divided Highways:

On a divided highway, a vehicle can run off the roadway by leaving the roadway and entering the median. When this occurs, the proper “Ran Off Roadway” option is always **64 - Ran Off Roadway-Left**. **64 - Ran Off Roadway - Left** will also apply in situations where the vehicle traverses the median and continues across and exits the opposing roadway.

**65 - Cross Median** is used when a vehicle departs its roadway and traverses the median and enters the shoulder or travel lanes on the opposite side of a divided highway.

**66 - Downhill Runaway** refers to any vehicle that cannot decelerate on a downhill grade.

**67 - Vehicle Went Airborne** select this option if the vehicle left the ground (excludes rollover). Examples: the vehicle drove off a cliff, the vehicle was launched into the air after striking another vehicle or after traversing a berm.

**68 - Cross Centerline** is used when a vehicle crosses over the centerline of a two-way, undivided highway. The centerline must be delineated with paint or raised markers. This also includes unstabilized situations (see definition for unstabilized situation in [Appendix C](#)) involving vehicles completely crossing over a continuous left turn lane.

**69 - Re-entering Roadway** is used when a vehicle that departed the roadway portion of the trafficway returns to the same roadway (e.g., a motor vehicle in-transport runs off the roadway right, strikes the guardrail face, then re-enters the roadway and collides with another motor vehicle in-transport).

**70 - Jackknife (non-harmful)** applies to a condition that occurs to an articulated vehicle, (any vehicle with a trailing unit(s) connected by a hitch; e.g., truck tractor or single-unit truck with one or more trailers, articulated bus, car pulling a boat on a trailer, etc.) while in motion. The condition reflects a loss of control of the vehicle by the driver in which the trailer(s) yaws from its normal straight-line path behind the power unit.

**71 - Vehicle Set in Motion** applies to a vehicle that is set in motion accidentally or otherwise by an occupant or other circumstances. (e.g., small child puts vehicle in gear while driver is out of vehicle, vehicle slides down ice covered driveway into roadway while driver is not in vehicle.)

## FIELD 86 – VEHICLE CONTRIBUTING CIRCUMSTANCE(S)

VEHICLE CONTRIBUTING CIRCUMSTANCE(S) <small>(up to 2 choices)</small>		
00 - None	08 - Signal Lights	14 - Body, Doors
01 - Tires	09 - Other Lights	15 - Truck Coupling /
02 - Brake System	10 - Wipers	Trailer Hitch / Safety Chains
03 - Steering	11 - Wheels	16 - Safety Systems
04 - Suspension	12 - Mirrors	98 - Other
05 - Power Train	13 - Windows /	99 - Unknown
06 - Exhaust System	Windshield	
07 - Head Lights		

Select up to two pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

**00 - None** is used when the vehicle had no defects that may have contributed to the crash.



**01 - Tires** includes any defect of a tire. If the contributing factor is of the wheel (e.g., a lug nut comes off), then use **11 - Wheels**.

**02 - Brake System** includes parking brakes.

**03 - Steering** is used when the following may have contributed to the crash: tie rod ends, kingpins, power steering components and ball joints.

**04 - Suspension** is used when the vehicle's suspension components may have contributed to the crash. These include springs, shock absorbers, struts, and control arms.

**05 - Power Train** is used when the vehicles power train components may have contributed to the crash. Examples are: universal joints, drive shaft and transmission. This also includes engine, differential, and stuck throttles.

**06 - Exhaust System** includes exhaust manifold(s), headers, muffler, catalytic converter, tailpipe, etc.

**09 - Other Lights** is used for an indication of the tail lights contributing to the crash.

**11 - Wheels** include loss of lug nuts.

**13 - Windows/Windshield** is used when there is a pre-existing defect to the windows or windshield such as improper tinting or cracks.

**14 - Body, Doors** includes trunk, hood, tailgate, rear doors of cargo vans, etc.

**15 - Truck Coupling/Trailer Hitch/Safety Chains** applies to a defective trailer hitch or an improper trailer hitch.

**16 - Safety Systems** is used when the air bags failed to deploy or the air bag deployed inappropriately. Also, use this when a seat belt failure is described, such as webbing excessively worn or came unlatched. Excludes: improper use.

**98 - Other** includes any other component not listed in the above option list, such as, horns.

**99 - Unknown** is used when the pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash are unknown.

## FIELD 87 – HEADLIGHTS ON

<b>HEADLIGHTS ON</b>			<input type="checkbox"/>
00 - No	01 - Yes	99 - Unk.	

Indicate whether the motor vehicle's headlights were on at the time of crash.

**FIELD 88 – CONTRIBUTING CIRCUMSTANCE(S), ROAD**

CONTRIBUTING CIRCUMSTANCE(S), ROAD (up to 3 choices)		
00 - None	08 - Work Zone (construction / maintenance / utility)	<input type="checkbox"/>
01 - Backup Due to Prior Crash	09 - Worn, Travel-Polished Surface	<input type="checkbox"/>
02 - Backup Due to Prior Non-Recurring Incident	10 - Obstruction in Roadway	<input type="checkbox"/>
03 - Backup Due to Regular Congestion	11 - Traffic Control Device Inoperative, Missing, or Obscured	
04 - Toll Plaza Related	12 - Shoulders (none, low, soft, high)	
05 - Road Surface Condition (wet, icy, snow, slush, etc.)	13 - Non-Highway Work	
06 - Debris	98 - Other	
07 - Rut, Holes, Bumps	99 - Unknown	

Select up to three road conditions that may have contributed to the crash.

**00 - None** select this option if there are no road or prior events that may have contributed to the crash.

**01 - Backup Due to Prior Crash** is used when the contributing circumstance to the crash is an accumulation of traffic leading to congestion caused by vehicles slowing or stopping because of an earlier crash on either side of the road.

**02 - Backup Due to Prior Non-Recurring Incident** is used when the contributing circumstance to the crash is an accumulation of traffic leading to congestion caused by vehicles slowing or stopping because of an irregular event other than a crash such as debris in the roadway or a police vehicle having pulled over another vehicle to the side of the road (either side).

**03 - Backup Due to Regular Congestion** is used when the contributing circumstance to the crash is an accumulation of traffic caused by vehicles slowing or stopping due to a normal high volume of traffic on the road, such as during rush-hour traffic.

**04 - Toll Plaza Related.** Toll booth/plaza related crashes are either related to or occur within the **upstream of approach area** and ends immediately before the roadway starts to widen leading up to the toll booths; in the **approach area** where the roadway starts to widen up to its maximum number of lanes; at the **toll plaza area** that begins when the roadway has reached its maximum number of lanes, includes the toll booth(s), and ends immediately before the roadway begins to narrow; in the **departure area** that begins when the roadway begins to narrow after the toll plaza and ends immediately before the roadway reaches its normal number of lanes; or, the **downstream of departure area**, which begins as soon as the roadway has resumed its normal number of lanes. See image below:

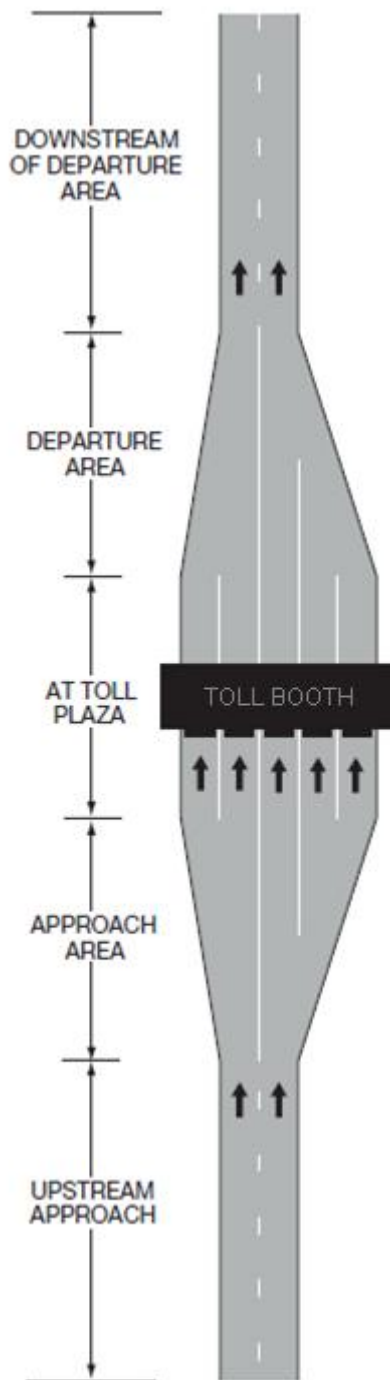


Figure 2: Toll Plaza Related

**05 - Road Surface Condition (wet, icy, snow, slush, etc.)** is used when the road surface is wet, icy, or there is snow or slush on the road that may have contributed to the crash.

**06 - Debris** is used when there is debris on the road that may have contributed to the crash.

**07 - Rut, Holes, Bumps** is used when there are ruts, holes, or bumps in the road that may have contributed to the crash.

**08 - Work Zone (construction / maintenance / utility).** A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators, including those on transport devices (e.g., signs, flashing lights, channelizing devices, barriers, pavement markings, flagmen, warning signs and arrow boards mounted on the vehicles in a mobile maintenance activity) that mark the beginning and end of a construction, maintenance or utility work activity. It extends from the first warning sign, signal or flashing lights to the END ROAD WORK sign or the last traffic control device pertinent for that work activity. Work zones also include roadway sections where there is ongoing, moving (mobile) work activity such as lane line painting or roadside mowing only if the beginning of the ongoing, moving (mobile) work activity is designated by warning signs or signals.

**09 - Worn, Travel-Polished Surface** is used when the road surface is well-used and shiny and this condition might have contributed to the crash.

**10 - Obstruction in Roadway** is used when there is a blockage in the roadway that might have contributed to the crash.

**11 - Traffic Control Device Inoperative, Missing, or Obscured** is used when the traffic control device was inoperative, missing or obscured. The roadway used for coding this field is the one this vehicle departed from if it is off the roadway just prior to its critical pre-crash event. If this vehicle is in a junction just prior to its critical pre-crash event, this field is coded based on the roadway this vehicle was on before entering the junction.

**12 - Shoulders (none, low, soft, high)** – select this option when no shoulder exists, the shoulder is too low, the shoulder is too soft, or the shoulder is too high and this might have contributed to the crash.

**13 - Non-Highway Work** is used if maintenance or other types of work is occurring near or in the trafficway but not related to the trafficway and this might have contributed to the crash.

**98 - Other** use this option for any other road circumstance that may have contributed to the crash and is not listed in the options above for this field.

**99 - Unknown** should be selected when it is unknown if there were any road circumstances that may have contributed to the crash.

## CARRIER (Fields 89 - 98)

Field numbers 89 - 98 are to be filled out for **commercial motor vehicles** or **some non-commercial motor vehicles**. What constitutes a **commercial motor vehicle** and which **non-commercial motor vehicles** should be included in this section are described below:

A **COMMERCIAL MOTOR VEHICLE** is a motor vehicle or a combination of a motor vehicle and one or more other vehicles

- (A) used in commerce to transport passengers or property; and
- (B) used upon a land highway or vehicular way; and
- (C) that
  - (i) has a gross vehicle weight rating (GVWR)\* or gross combination weight rating (GCWR)\* greater than 10,000 pounds; or
  - (ii) has seats to transport 9 or more people, including the driver; or
  - (iii) any vehicle displaying a hazardous materials placard (regardless of weight).

\*GVWR and GCWR are defined in the instructions for field 95.



Gross Vehicle Weight Rating > 10,000 lbs.      Gross Combination Weight Rating >26,000 lbs.

The following vehicle, although used in commerce, should not be recorded in this section, as its Gross Vehicle Weight Rating is less than 10,000 lbs.:



Not a commercial vehicle

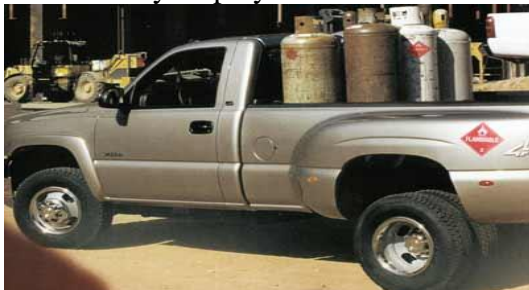
The following figures show vehicles that should be listed in the Carrier fields, because they are designed to transport 9 or more people, including the driver:





Source: [www.mmucc.us](http://www.mmucc.us)

The next figures show vehicles that also qualify for inclusion in the Carrier section, because they display hazardous materials placards:



Source: FMCSA

Farm vehicles hauling produce to and from market are considered commercial motor vehicles if they meet the criteria in (A) to (C).

**NON-COMMERCIAL MOTOR VEHICLES** that should be included in this section are:

- **Government vehicles** (whether operated by the local, state, or federal government. In most circumstances, the government-owned vehicle will not have a US DOT Number).

- **Other truck** - A personal rental vehicle (e.g., U-Haul, Ryder, Penske) that qualifies by size (over 10,000 lbs. GVWR/ GCWR) that is operated by a private individual. In this situation the rental company is NOT the carrier and should not be recorded.

Taxi cabs and flower delivery vans are normally not included in this section.

If there is any doubt as to whether a vehicle is a commercial motor vehicle or one of the non-commercial motor vehicles listed earlier, please report the vehicle in this Carrier section.

**NOTE:** Anytime there is a crash that involves a **commercial motor vehicle, government vehicle, or other not-in-commerce truck over 10,000 lbs. (e.g., rental vehicle operated by a private individual)**, a copy of the 12-200 must be sent to the Commercial Vehicle Enforcement Unit (CVE) at 11900 Industry Way, Bldg. M, Suite 2, Anchorage, AK 99515. If you have questions for the CVE Unit, please contact the Chief of Commercial Vehicle Enforcement at (907) 365-1210. Assistance in investigation of crashes involving **commercial motor vehicles, government vehicles, or other not-in-commerce trucks over 10,000 lbs. (rental vehicles operated by a private individual)**, is available by calling the CVE Unit. If possible, officers will respond to the scene and provide inspection and other services as needed, but the responsibility for completing the collision report rests with the police officer.

## FIELD 89 – MOTOR CARRIER TYPE

MOTOR CARRIER TYPE	
01 - Interstate Carrier	<input type="text"/>
02 - Intrastate Carrier	
03 - Not in Commerce/Government	
04 - Not in Commerce/Other Truck (Over 10,000 lbs. GVWR/GCWR)	
97 - Not Applicable	

Select the motor carrier type. Whether a company is an interstate or intrastate carrier can be established from the driver, the shipping manifest, commercial vehicle inspection software (ASPEN), if available, or from <http://safer.fmcsa.dot.gov/CompanySnapshot.aspx>.

**01 - Interstate Carrier** should be used when the motor carrier responsible for the trip on which the crash occurred transports property or passengers that cross state lines either before the company received them, while the company is transporting them, or after the company has transferred the property or passengers. The transportation of the property or passengers may include transport by plane, train, or boat in addition to the company's commercial vehicle. For example, if the origination and destination indicated on the shipping manifest are not in the same state, then the carrier is engaged in interstate commerce.

**02 - Intrastate Carrier** should be used when the motor carrier responsible for the trip on which the crash occurred operates entirely within the state and does not have authority to engage in interstate commerce.

**03 - Not in Commerce/Government** should be used for any government vehicle whether it is operated by local, state, or federal government. In most circumstances, the government-owned vehicle will not have a US DOT number. If this option is selected, record the name of the government entity responsible for the safe movement of the vehicle in the “Carrier Name” section and complete all other information available.



Source: FMCSA

Government Vehicles

**04 - Not in Commerce/Other Truck (Over 10,000 lbs. GVWR/GCWR)** should be used for personal rental vehicles (e.g., Uhaul, Ryder, and Penske) that qualify by size (over 10,000 lbs. GVWR/GCWR) that are operated by a private individual. In these situations **the rental company is not the carrier and should NOT be recorded.**

If this option is selected choose **00 - None** for the **Identification #**, **Issuing Authority**, and **Carrier Name Source** fields. Enter “Individual” in the **Carrier Name** field, and the individual’s address in the address fields (address, city, state, zip, country, phone).



Source: FMCSA

**97 - Not Applicable** should **ONLY** be used when this motor vehicle is **NOT** a commercial motor vehicle, government vehicle, or personal rental vehicle over 10,000 lbs. operated by a private individual.



**FIELD 90 – IDENTIFICATION #**

<b>IDENTIFICATION #</b>	
00 - None	
01 - Identification #	
97 - Not Applicable	
99 - Unknown	

Most motor carriers involved in crashes can be identified by the US DOT Number on the side of the power unit as seen in the following figures. Note the truck on the left also displays an AKS number issued by the State of Alaska until 2008. The truck on the right displays an MC number in addition to its US DOT number. It is most important to record the US DOT number, if available. Only record the MC/MX number if a US DOT Number is not available. If neither can be located, then record the State-issued, Canadian, or Mexican number.



**00 - None** should be used when:

- a carrier Identification # is not available from the vehicle, the driver, or the shipping papers;
- this is a personal rental vehicle over 10,000 lbs. GVWR/GCWR that is operated by a private individual.

**01 - Identification #** select this option when the vehicle does have an Identification Number. Enter 01 in the box for this field and enter the number in the space provided.

**IDENTIFICATION #**

01 - Identification #

Here is an example of how this field should be filled out for a vehicle that does have an Identification Number and that number is 3518:

<b>IDENTIFICATION #</b>		
00 - None		
01 - Identification #		
3518		
97 - Not Applicable		
99 - Unknown		

**97 - Not Applicable** should **ONLY** be used when this motor vehicle is **NOT** a **commercial motor vehicle, government vehicle, or personal rental vehicle over 10,000 lbs. operated by a private individual.**

**99 - Unknown** is used when the Identification Number is unknown (i.e., an unidentified hit-and-run vehicle).

## FIELD 91 – ISSUING AUTHORITY

<b>ISSUING AUTHORITY</b>		
00 - None		
01 - State _____		
02 - US DOT		
03 - MC/MX		
04 - Canada		
05 - Mexico		
97 - Not Applicable		
99 - Unknown		

This field identifies which authority issued the Carrier ID. As of 2008, the only authority that issues Carrier IDs in Alaska is US DOT.

**00 - None** should be used when:

- the Issuing Authority is not available from the vehicle, the driver, or the shipping papers;
- this is a personal rental vehicle over 10,000 lbs. GVWR/GCWR that is operated by a private individual.

**01 - State** select this option if the issuing authority is a US State. Enter 01 in the box for this field and then enter the two letter state code on the line provided.

### ISSUING STATE

01 - State \_\_\_\_\_

Here is an example of how you would fill out this field for a motor vehicle that has an Identification Number issued by the State of Alaska:

<b>ISSUING AUTHORITY</b>		
00 - None		
01 - State <u>AK</u>		
02 - US DOT		
03 - MC/MX		
04 - Canada		
05 - Mexico		
97 - Not Applicable		
99 - Unknown		

**02 - US DOT** - select this option when the identification number is preceded by US DOT.

**03 - MC/MX** - select this option when the identification number is preceded by MC or MX.

**04 - Canada** - select this option when the identification number is Canadian in origin. This option is rarely needed, because Canadian motor carriers must have a US DOT number to operate in Alaska.

**05 - Mexico** - select this option when the issuing authority is Mexico. This option is rarely needed, because a US DOT number is required, before Mexican motor carriers can operate in Alaska.

**97 - Not Applicable** should **ONLY** be used when this motor vehicle is **NOT** a **commercial motor vehicle, government vehicle, or personal rental vehicle over 10,000 lbs. operated by a private individual.**

**99 - Unknown** is used when the issuing authority is unknown (i.e. unidentified hit-and-run motor vehicle).

## FIELD 92 – CARRIER NAME SOURCE

CARRIER NAME SOURCE	
00 - None	<input type="text"/>
01 - Driver/Vehicle	
02 - Log Book	
03 - Shipping Papers	
04 - Trip Manifest	
97 - Not Applicable	

The Carrier Name Source is the source of the **name** of the responsible motor carrier.

**Motor carrier** means:

- an entity (company, individual, etc.) engaged in the transportation of goods or passengers for compensation; or
- an entity (company, individual, etc.) that transports its own cargo, usually as a part of a business that produces, uses, sells, and/or buys the cargo that is being hauled; or
- a private individual renting a personal rental vehicle over 10,000 lbs.

Enter the appropriate choice in the box provided.

**00 - None** use this option when a carrier name is not available from the vehicle, the driver, or the shipping papers.

**01 - Driver/Vehicle**

**02 - Log Book**

**03 - Shipping Papers**

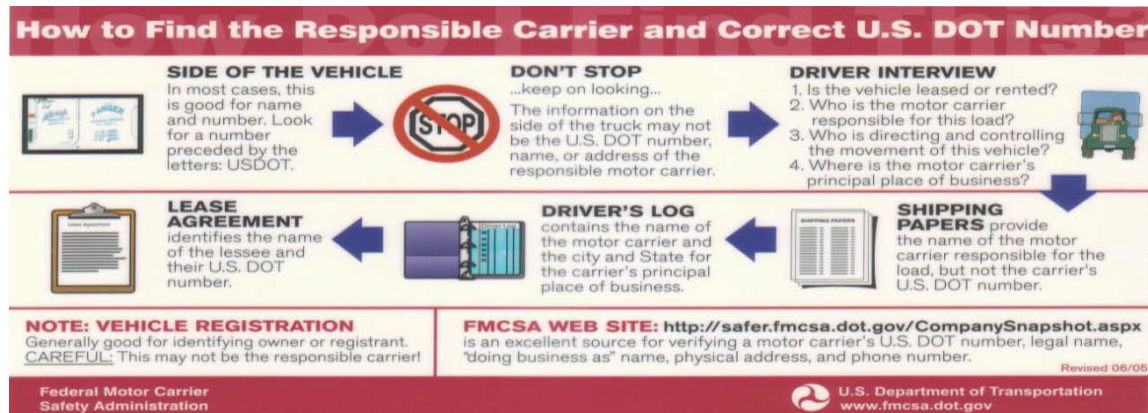
**04 - Trip Manifest**

**97 - Not Applicable** should **ONLY** be used when this motor vehicle is **NOT** a **commercial motor vehicle, government vehicle, or personal rental vehicle over 10,000 lbs. operated by a private individual.**

## FIELD 93 – CARRIER NAME

CARRIER NAME

This field is for recording the name of the entity (motor carrier, renter, etc.) responsible for the safety of this motor vehicle at the time of the crash. **Do not record partial names or abbreviations**, because they make it more difficult to match names in a database during analysis. A name can usually be found on both sides of the cab of the vehicle, but this may not be the name of the carrier responsible for safety if the vehicle is leased or rented. Therefore, it is necessary to keep on looking as detailed in the following figure:



Source: FMCSA

Enter **“Not Applicable”** in this field if this motor vehicle is **NOT** a **commercial motor vehicle, government vehicle, or personal rental vehicle over 10,000 lbs. operated by a private individual.**

### *Who is the carrier responsible?*

John Smith owns his own truck tractor, operating under John Smith Trucking. He contracts with White Manufacturing to take one of its trailers loaded with its goods from New York to Los Angeles.

**Answer:** John Smith is the motor carrier, because he is the entity that has agreed to carry this particular load.

John Smith, driving his truck tractor, utilizes a cargo broker, K&S Trucking, to obtain goods from Intermodal Inc. shipping company for his return trip back to New York.

**Answer:** John Smith is again the carrier because K&S transferred the load to him.

John Smith, driving his truck tractor, leases his services to Polyester Chemical Co. Polyester directs Smith to deliver a semi-trailer from New York to St. Louis.

**Answer:** In this case, Polyester is the motor carrier because it told Mr. Smith to take this particular load.

### FIELD 94 – ADDRESS

ADDRESS			
CITY		STATE	
ZIP	COUNTRY	PHONE	

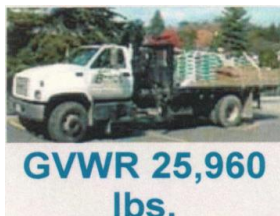
Enter the address, city, state, zip code, country, and contact phone number including the area code of the entity (motor carrier, renter, etc.) responsible for the safety of this vehicle at the time of the crash.

### FIELD 95 – GVWR / GCWR

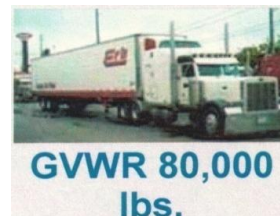
GVWR / GCWR	<input type="text"/>
01 - 10,000 lbs. or less	
02 - 10,001 lbs. - 26,000 lbs.	
03 - 26,001 lbs. or more	
97 - Not Applicable	
99 - Unknown	

Record the applicable weight range for a single vehicle's GVWR or combination vehicle's GCWR.

**Gross Vehicle Weight Rating (GVWR)** is the value specified by the manufacturer as the recommended maximum loaded weight of a single motor vehicle. The rating is to be recorded in pounds. A GVWR is the maximum allowable total weight of a vehicle or trailer when loaded. It includes the weight of the vehicle itself, fuel, passengers, and cargo.

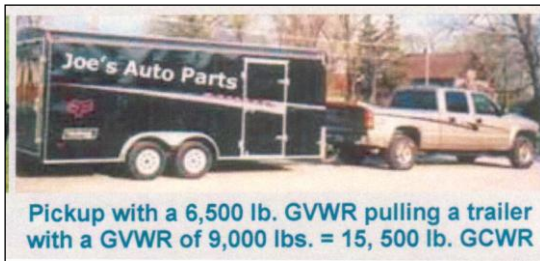


Source: FMCSA



**Gross Combination Weight Rating (GCWR)** is the value specified by the manufacturer(s) as the recommended maximum loaded weight of a combination (articulated) motor vehicle. This is for truck tractors and single-unit trucks pulling a trailer(s). GCWR is the sum of the gross vehicle weight ratings (GVWR) of all units, power unit and its trailer(s). Add the two GVWR and record their combined GCWR.





Source: FMCSA

The use of GCWR to determine selection becomes especially important when vehicles that would NOT qualify as commercial vehicles by GVWR alone are involved in crashes when pulling a trailer.

On the truck, the GVWR is usually found on a decal on the driver's side door jamb. On the trailer, the rating is found on or near the VIN decal located anywhere on the lower part of the trailer.



Example placement of VIN decal on trailers



Close-ups of VIN decal on trailers

**01 - 10,000 lbs. or less** should be used for passenger cars and light trucks with 10,000 lbs. or less GVWR/GCWR when displaying a hazardous materials placard or for buses with 9 or more seats (including driver) with 10,000 lbs. GVWR or less.

**02 - 10,001 lbs. – 26,000 lbs.** should be used for trucks with GVWR/GCWR of 10,001 to 26,000 lbs.

**03 - 26,001 lbs. or more** should be used for trucks with GVWR/GCWR of 26,001 lbs. or more.

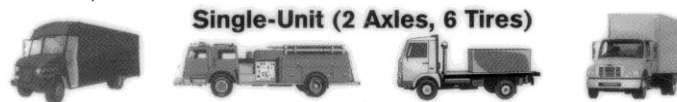
**97 - Not Applicable** should **ONLY** be used when this motor vehicle is **NOT** a **commercial motor vehicle, government vehicle, or personal rental vehicle over 10,000 lbs. operated by a private individual.**

**99 - Unknown** should be used when GVWR/GCWR information is unknown. (e.g., hit-and-run)

## FIELD 96 – VEHICLE CONFIGURATION

VEHICLE CONFIGURATION
01 - Single-Unit Truck (2-axle and GVWR > 10,000 lbs.)
02 - Single-Unit Truck (3 or more Axles)
04 - Truck Pulling Trailer
05 - Truck Tractor (Bobtail or Saddle-mount, without Trailer)
06 - Truck Tractor/Semi-Trailer (One Trailer)
07 - Truck Tractor/Double (Two Trailers)
08 - Truck Tractor/Triples (Three Trailers)
10 - Passenger Car (Only If Vehicle Has HM Placard)
11 - Light Truck (Only If Vehicle Has HM Placard)
19 - Truck More Than 10,000 lbs., Cannot Classify
20 - Bus/Large Van (Seats for 9-15 People, Including Driver)
21 - Bus (Seats for 16 People or More, Including Driver)
97 - Not Applicable
98 - Other
99 - Unknown

**01 - Single-Unit Truck (2-axle and GVWR > 10,000 lbs.)** is a power unit that includes a permanently mounted cargo body (also called a straight truck) that has only two axles and a GVWR of over 10,000 lbs.



**02 - Single-Unit Truck (3 or more Axles)** is a power unit that includes a permanently mounted cargo body (also called a straight truck) that has three or more axles. When counting axles on a single-unit truck, include raised axles.



**04 - Truck Pulling Trailer** is used for single-unit trucks pulling a trailer.



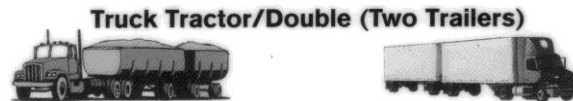
**05 - Truck Tractor (Bobtail or Saddlemount, without Trailer)** is a motor vehicle consisting of a single motorized transport device designed primarily for pulling semi-trailers.



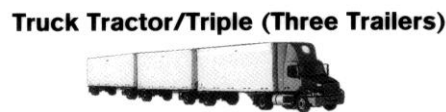
**06 - Truck Tractor/Semi-Trailer (One Trailer)** is used for truck tractors with one trailer. This option should not be used for single-unit trucks pulling a trailer.



**07 - Truck Tractor/Double (Two Trailers)** is used for tractor pulling two trailers.



**08 - Truck Tractor/Triple (Three Trailers)** is used for tractor pulling three trailers.

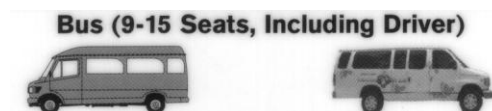


**10 - Passenger Car (Only if Vehicle Has HM Placard)** is used for passenger cars placarded for hazardous materials.

**11 - Light Truck (Only if Vehicle Has HM Placard)** is used for light trucks placarded for hazardous materials.

**19 - Truck More Than 10,000 lbs., Cannot Classify** is used when you know the vehicle meets the definition of a medium/heavy truck, but you cannot select from the above options. An example is a vehicle with one trailer, but it is unknown whether it is a tractor-trailer or a single unit truck pulling a trailer.

**20 - Bus/Large Van (Seats for 9-15 People, Including Driver)** is used for smaller van-based buses (less than 16 seats, including driver). Examples include commuter vans and van-based school buses.





**21 - Bus (Seats for 16 People or More, Including Driver).** A van-based bus qualifies for this option if it is configured to include enough seats. A CDL is required for the driver of this bus.



**97 - Not Applicable** should **ONLY** be used when this motor vehicle is **NOT** a commercial motor vehicle, government vehicle, or personal rental vehicle over 10,000 lbs. operated by a private individual.

**98 - Other** is used when the vehicle configuration is other than the options listed above.

**99 - Unknown** is used when the vehicle configuration is unknown. For example, an unidentified hit-and-run vehicle would be coded as **99 - Unknown**.

## FIELD 97 – CARGO BODY TYPE(S)

CARGO BODY TYPE(S) <i>(up to 2 choices)</i>			
01 - Van/Enclosed Box 02 - Cargo Tank 03 - Flatbed 04 - Dump 05 - Concrete Mixer 06 - Auto Transporter 07 - Garbage/Refuse 08 - Grain/Chips/Gravel 09 - Pole Trailer 10 - Logging	11 - Intermodal Container Chassis 12 - Vehicle Towing Another Vehicle 22 - Bus (Seats for 9-15 People, Including Driver) 23 - Bus (Seats for 16 People or More, Including Driver) 96 - No Cargo Body - (Bobtail, Light Motor Vehicle with Hazardous Materials [HM] Placard, etc.) 97 - Not Applicable - (Motor Vehicle 10,000 lbs. or Less not Displaying HM Placard) 98 - Other 99 - Unknown	<input style="width: 40px; height: 30px;" type="text"/>	<input style="width: 40px; height: 30px;" type="text"/>

Select the cargo body type(s):

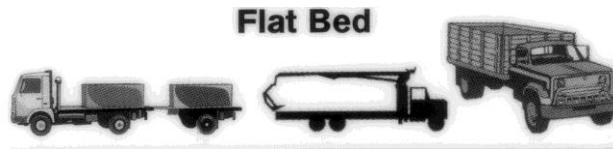
**01 - Van/Enclosed Box** is used for all enclosed trailers and enclosed cargo vans.



**02 - Cargo Tank** is used for a single-unit truck, truck/trailer, or tractor/semi-trailer having a cargo tank.



**03 - Flatbed** is used for a cargo body without sides or roof, with or without readily removable stakes which may be tied together with chains/slats or panels. This includes “stake trucks.”



**04 - Dump** is used for a cargo body designed to be tilted to discharge its load by gravity.



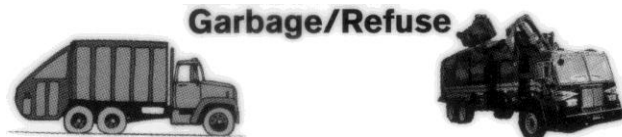
**05 - Concrete Mixer** is used for a single-unit truck with a body specifically designed to mix or agitate concrete.



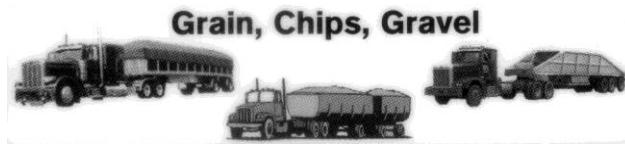
**06 - Auto Transporter** is used when the available information refers to a cargo body capable of transporting multiple, fully assembled automobiles on an “auto transporter” trailer. Do not use this code for flatbeds transporting vehicles (e.g., flatbed tow truck, or flatbed semi-trailer carrying wrecked/salvaged automobiles).



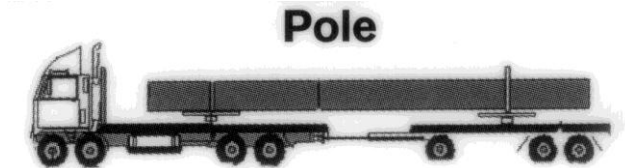
**07 - Garbage/Refuse** is used for a cargo body that is specifically designed to collect and transport garbage and refuse. This includes both conventional rear-loading and over-the-top bucket loading garbage trucks. Also included are recycle trucks and roll-off style garbage trucks.



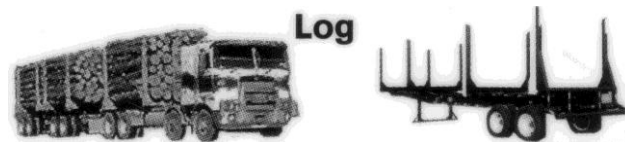
**08 - Grain/Chips/Gravel** is used for trucks that discharge their loads by gravity from the bottom (i.e., belly dump).



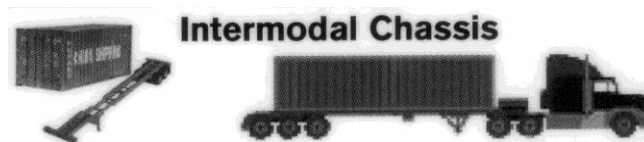
**09 - Pole Trailer** is used for a cargo body type that consists of a trailer designed to be attached to a towing vehicle by a reach or pole or by being boomed and secured to the towing vehicle. These are ordinarily used to carry property of a long or irregular shape, such as telephone poles. The pole trailer extends or retracts to accommodate varying lengths of cargo.



**10 - Logging** is used for a cargo body type with a fixed middle beam and side support posts specifically designed for carrying logs. This includes single-unit log trucks.

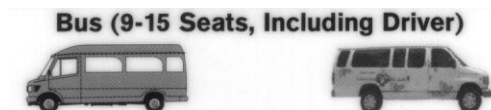


**11 - Intermodal Container Chassis** is used for a cargo body type used for a trailer specifically designed to have a rail or ship container mounted directly on the chassis. These should not be confused with van/enclosed box cargo body types. Intermodal containers may also be mounted on a flatbed trailer, in which case **03 - Flatbed** is the cargo body type.



**12 - Vehicle Towing Another Vehicle** is used when vehicles that have no cargo carrying capability but are in the act of towing another motor vehicle where the towed vehicle has at least two wheels on the ground. These are often called “drive-away, tow-aways” and will be applicable to tow trucks and specially rigged truck tractors. This includes “saddlemount” configurations. Does not apply to vehicles “towed” by being loaded on a flatbed or auto transporter.

**22 - Bus (Seats for 9-15 People, Including Driver)** is used for motor vehicles with seating for transporting nine to 15 people, including the driver.



**23 - Bus (Seats for 16 People or More, Including Driver)** is used for motor vehicles with seating for transporting 16 people or more, including the driver.



**96 - No Cargo Body Type** is used for any medium heavy truck with no cargo carrying capability (bobtail); a truck chassis with a cab only (stripped chassis); and light trucks and passenger vehicles displaying a hazardous materials placard. Other examples of **96 - No Cargo Body Type** would be Sign Trucks, Fire Trucks, Tow Trucks, etc.



**97 - Not Applicable (Motor Vehicle 10,000 lbs. or Less not Displaying HM Placard)** is used for automobiles, motorcycles, passenger vans (with less than nine seats, including driver) and single-unit small trucks or vans (10,000 lbs. or less GVWR), not displaying hazardous material placard.

**98 - Other** is used when the cargo body type is other than the body types listed above. This includes 2-axle, 6 tire pickups greater than 10,000 lbs. without a trailer. This does not include a pickup pulling a trailer (truck/trailer). Use the Cargo Body Type of the attached trailer in these situations.

**99 - Unknown** is used when the cargo body type is unknown. For example, an unidentified hit-and-run vehicle.

## FIELD 98 – HAZARDOUS MATERIALS (Cargo Only)

A Hazardous Material (HM) is a substance or material which has been designated by the U.S. Department of Transportation, or other authorizing entity, as capable of posing an unreasonable risk to health, safety, and property when transported in commerce. Any motor vehicle transporting hazardous materials in quantities above the thresholds established by the U.S. Department of Transportation, or other authorizing entity is required to display a hazardous materials placard.

Exclusions:

- Fuel or oil carried by the vehicle for its own use.

### Involvement

**Involvement**  
00 - No 01 - Yes ☐

**00 - No** select this option when there is no indication of hazardous materials for this vehicle. *For cases involving a hit-and-run, the default is “00 -No” when no details exist regarding the hit-and-run vehicle.*

If you select **00 - No** in this field make sure you select **97 - Not Applicable** for **Placard Displayed** and **Was Haz Mat Released from this Vehicle's Cargo** fields. Enter **0000** for the **HM 4-Digit #** field. Enter **0** for the **HM Class #** field. See example below:

HAZARDOUS MATERIALS (Cargo Only)					
Involvement	<input type="text" value="00"/>	Placard Displayed	<input type="text" value="97"/>	HM 4-Digit #	<input type="text" value="0000"/>
00 - No 01 - Yes		00 - No 01 - Yes 97 - Not Applicable		or name from diamond or box	
				HM Class #	<input type="text" value="0"/>
				from bottom of diamond	
				Was Haz Mat Released from this Vehicle's Cargo?	<input type="text" value="97"/>
				00 - No 01 - Yes 97 - Not Applicable	

**01 - Yes** is used when hazardous materials are indicated for this vehicle.

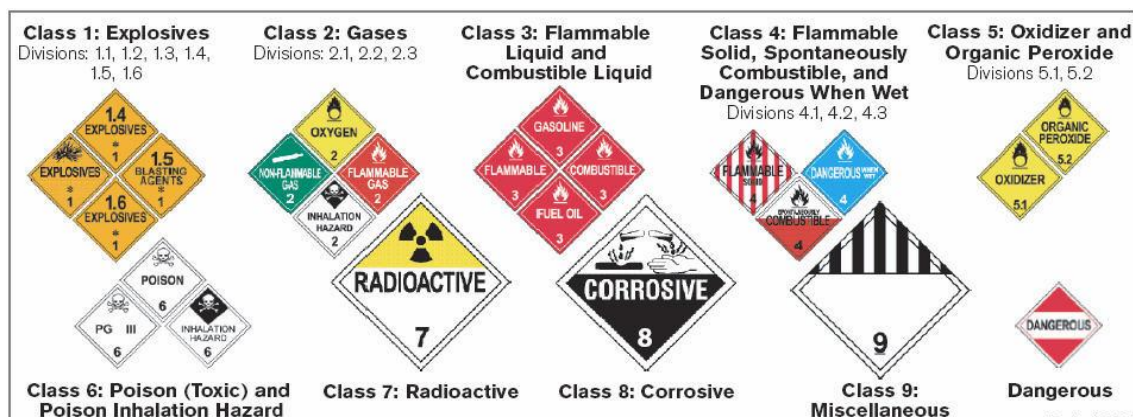
### Placard Displayed

Placard Displayed

00 - No 01 - Yes 97 - Not Applicable

Hazardous Materials Placard: is a sign required to be affixed to any motor vehicle transporting hazardous materials in quantities above the thresholds established by the U.S. Department of Transportation, or other authorizing entity. This placard identifies the 1-digit hazard class division number, 4-digit hazardous material identification number or name of the hazardous material being transported.

Vehicles transporting hazardous materials must have a diamond-shaped placard affixed indicating the material carried.



Source: 2011 FARS Manual

**Placards are usually displayed on the side of the vehicle:**



Cargo Van w/ Placard

Fuel Oil Tanker w/ Placard

Gasoline Tanker w/ Placard

Source: FMCSA

**00 - No** is used when hazardous materials are involved, but the vehicle does not have a placard.

**01 - Yes** is used when hazardous materials are involved, and the vehicle does have a placard.

**97 - Not Applicable** is used when:

- there is no indication of hazardous materials for this vehicle (the **Involvement** field is set to **00 - No**); or
- this motor vehicle is **NOT** a **commercial motor vehicle, government vehicle, or personal rental vehicle over 10,000 lbs. operated by a private individual.**

#### HM 4-Digit #

HM 4-Digit #  
or name from  
diamond or box

Enter **0000** when:

- there is no indication of hazardous materials for this vehicle (the **Involvement** field is set to **00 - No**); or
- when hazardous materials were involved but the vehicle does not have a placard (the **Involvement** field is set to **01 - Yes** but the **Placard Displayed** field is set to **00 - No**); or
- this motor vehicle is **NOT** a **commercial motor vehicle, government vehicle, or personal rental vehicle over 10,000 lbs. operated by a private individual.**

Enter the actual **HM 4-Digit Number** when hazardous materials were involved.



#### HM Class #

HM Class #  
from bottom  
of diamond

Record the **1-digit Hazardous Materials Class Number**. If the placard displays a two-digit number with decimal point (e.g., 1.1, 2.1, 5.2 etc.), record only the first digit (e.g., if the class number is “1.3” you should record “1”).

Enter **0** if:

- there is no indication of hazardous materials for this vehicle (the **Involvement** field is set to **00 - No**); or
- hazardous materials were involved but the vehicle does not have a placard (the **Involvement** field is set to **01 - Yes** but the **Placard Displayed** field is set to **00 - No**); or
- this motor vehicle is **NOT** a **commercial motor vehicle, government vehicle, or personal rental vehicle over 10,000 lbs. operated by a private individual.**

**Was Haz Mat Released from this Vehicle's Cargo?**

Was Haz Mat Released  
from this Vehicle's Cargo?

00 - No 01 - Yes 97 - Not Applicable

**00 - No** – select this option when hazardous materials were involved, but there was no release of the material(s) from this vehicle's cargo compartment.

**01 - Yes** – select this option when Hazardous Materials were involved, and there was a release of the material(s) from this vehicle's cargo compartment.

**97 - Not Applicable** should **ONLY** be used when:

- there is no indication of hazardous materials for this vehicle (the **Involvement** field is set to **00 - No**); or
- this motor vehicle is **NOT** a **commercial motor vehicle, government vehicle, or personal rental vehicle over 10,000 lbs. operated by a private individual.**



**Alaska Motor Vehicle Collision Report Form. 12-200 Instruction Manual**

**Person – Field Definitions**



**PERSON – FIELD DEFINITIONS****FIELD 99 – PERSON #**

**PERSON #**

Each person involved in the crash (driver, passenger, occupant, pedestrian, bicyclist, person on personal conveyance, etc.) must be numbered consecutively beginning with “1”. The driver does not have to be person number “1”. Numbers must not be skipped.

**FIELD 100 – MOTOR VEHICLE #**

**MOTOR VEHICLE #**   
*(for person types 01, 02, 03 & 09)*

Enter the **motor vehicle number** if this person is a **01 - Driver of a Motor Vehicle In-Transport**, or **02 - Passenger of a Motor Vehicle In-Transport**, or **03 - Occupant of a Motor Vehicle Not In-Transport**, or **09 - Unknown Person Type in a Motor Vehicle In-Transport**. This is the number assigned to the vehicle this person was in at the time of the crash.

For example if in-transport Motor Vehicle # 1 has one driver and two passengers then you would have three Persons for this motor vehicle and each person’s MOTOR VEHICLE # field would be set to 1.

Enter N/A if the person is **NOT** a **01 - Driver of a Motor Vehicle In-Transport**, or **02 - Passenger of a Motor Vehicle In-Transport**, or **03 - Occupant of a Motor Vehicle Not In-Transport**, or **09 - Unknown Person Type in a Motor Vehicle In-Transport**.

**FIELD 101 – MOST CONTRIBUTING UNIT**

**MOST CONTRIBUTING UNIT**   
 00 - No      01 - Yes

The MOST CONTRIBUTING UNIT field can be found at both Vehicle and Person level. The most contributing unit can be either a motor vehicle, a person in a motor vehicle, or a non-motorist. Please note that if a motor vehicle is identified as the most contributing unit to the crash then one of the people in that motor vehicle must also be selected as the most contributing unit. This person does not necessarily have to be the driver. Another person, other than the driver, can be the most contributing unit to the crash if, for example, they grab the steering wheel causing the vehicle to crash.

**00 - No** should be used when this person is not the most contributing unit to the crash.

**01 - Yes** should be used when this person is the most contributing unit to the crash.

**FIELD 102 – PERSON TYPE**

PERSON TYPE		
MOTORISTS		NON - MOTORISTS
01 - Driver of a Motor Vehicle In-Transport	03 - Occupant of a Motor Vehicle Not In-Transport	07 - Other Cyclist
02 - Passenger of a Motor Vehicle In-Transport	04 - Occupant of a Non-Motor Vehicle Transport Device	08 - Person on Personal Conveyance
09 - Unknown Person Type in a Motor Vehicle In-Transport	05 - Pedestrian	10 - Person In/On Building
	06 - Bicyclist	19 - Unknown Type of Non-Motorist

An involved person in a crash must maintain Person Type during the crash. Once the unstabilized situation (see definition for unstabilized situation in [Appendix C](#)) begins, a driver, passenger or non-motorist cannot change Person Type until the accident stabilizes.

If a person is entering or exiting a vehicle before the unstabilized situation begins, try to determine if the person has successfully changed type before control is lost. (e.g., a pedestrian getting into an automobile that begins to move, a passenger stepping off a bus as it begins to pull away, etc.).

Options 01, 02 and 09 are used for people in a motor vehicle in-transport. This includes people in motor vehicles that are in motion outside the trafficway.

**MOTORISTS**

**01 - Driver of a Motor Vehicle In-Transport** - select this option when this person is the driver of a motor vehicle in-transport.

**02 - Passenger of a Motor Vehicle In-Transport** - select this option when this person is a passenger of a motor vehicle in-transport.

**09 - Unknown Occupant Type in a Motor Vehicle In-Transport** is used when it cannot be determined if the person was the driver or passenger, but it is known that the person was in a motor vehicle in-transport.

**NON-MOTORISTS**

**03 - Occupant of a Motor Vehicle Not In-Transport** is used when this person was in a motor vehicle not in-transport at the time of the crash.

**04 - Occupant of a Non-Motor Vehicle Transport Device** refers to persons riding in an animal-drawn conveyance, on an animal, or injured occupants of railway trains, etc.

**05 - Pedestrian** is used for all pedestrians except for those in/on personal conveyances (See **08 - Person on Personal Conveyance** below) and in buildings. A person pushing a vehicle should be coded **05 - Pedestrian**.

**06 - Bicyclist** is used for a two-wheel, non-motorized cycle. Includes all persons (operator and passengers) on a bicycle.

**07 - Other Cyclist** is used for persons on unicycles and tricycles.

**08 - Person on Personal Conveyances** is used for persons using personal conveyances. A personal conveyance is a device, other than a transport device, used by a person for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

**Inclusions:**

- 1) Ridable Toys
  - Roller Skates, In-Line Skates
  - Skateboards
  - Skates
  - Baby Carriage
  - Scooters
  - Toy Wagons
- 2) Motorized Rideable Toys
  - Motorized Skateboard
  - Go-carts
  - Minibike

- “Pocket” Motorcycles
- Motorized Toy Car
- 3) Devices for Personal Mobility Assistance
  - Segway-Style Devices
  - Motorized and Non-Motorized Wheelchairs
  - Handicapped Scooters

**Exclusions:**

- Golf Cart
- Low Speed Vehicles (LSVs)
- Motor Scooters
- Moped

Wheelchair: use the term, “wheelchair” as follows:

“Wheelchair - A mobility aid, usable indoors, and designed for and used by individuals with mobility impairments, whether operated manually or powered.” Therefore all wheelchair users, motorized or not, are **08 - Persons on Personal Conveyances**.

**10 - Persons In/On Buildings** is used for a person inside of or on a building who is struck by a motor vehicle. **10 - Persons In/On Buildings** takes precedence over options “05-08.”

**19 - Unknown Type of Non-Motorist** is used only when it cannot be determined which of the non-motorist person types applies to this person.

**FIELD 103 – FULL NAME**

FULL NAME (Last, First, Middle, Suffix)
---

Enter the person’s name. The name must be printed legibly, last name, first name, middle initial, and suffix.

Enter **UNKNOWN** if the this person’s name is not known.

**FIELD 104 – SEX**

<b>SEX</b>			
01 - Male	02 - Female	99 - Unknown	

Select the sex of the person involved in the crash.

**FIELD 105 – MAILING ADDRESS**

MAILING ADDRESS
-----------------

Enter the person's current mailing address including the house number, apartment number, and street name.

**FIELD 106 – CITY**

CITY
------

Enter this person's mailing city.

**FIELD 107 – STATE**

STATE
-------

Enter this person's current mailing state or province.

**FIELD 108 – ZIP**

ZIP
-----

Enter this person's mailing zip code.

**FIELD 109 – PHYSICAL ADDRESS**

PHYSICAL ADDRESS
------------------

Enter this person's current physical address including the house number, apartment number, and street name.

**FIELD 110 – CITY**

CITY
------

Enter this person's physical city.

**FIELD 111 – STATE**

STATE
-------

Enter this person's current physical state or province.

**FIELD 112 – ZIP**

ZIP
-----

Enter the person's physical zip code.

**FIELD 113 – CONTACT PHONE**

CONTACT PHONE
---------------

Enter this person's best daytime contact phone number, including the area code if outside the State of Alaska.

**FIELD 114 – DOB**

DOB
-----

Enter this person's date of birth (DOB). The DOB should be recorded as month, day, and year. (Example: 01/01/2001)

**FIELD 115 – OL / DL #**

OL / DL #
-----------

This space is used to record this person's driver's license number or state identification number. Enter the number exactly as it appears on the license or identification card.

Enter **00000000000000000000** if this person does not have an OL / DL.

Enter **88888888888888888888** if the driver is not present (e.g. hit-and-run).

Enter **99999999999999999999** if the OL / DL # is unknown.

Note that if this person has an out-of-state driver's license or no identification, you need to obtain an APSIN ID number and enter it in field **118 - APSIN ID #**.

**FIELD 116 – STATE**

STATE
-------

Enter the two letter code of the geographic or political entity that issued this person's driver license or state identification number. Includes the States of the United States (including the District of Columbia and outlying areas), Indian Nations, U.S. Government, Canadian Provinces, and Mexican States (including the Distrito Federal), as well as other jurisdictions.

**FIELD 117 – APSIN ID #**

APSIN ID #
------------

If this person has an out-of-state driver's license or no identification, you need to obtain an APSIN ID number and enter it in this field.

**FIELD 118 – INJURY STATUS**

<b>INJURY STATUS</b> 00 - No Apparent Injury 01 - Possible Injury 02 - Suspected Minor Injury 03 - Suspected Serious Injury 04 - Fatal Injury (Killed) 08 - Died Prior to Crash 99 - Unknown	<input type="text"/>
---	----------------------

Select the injury status for this person.

**00 – No Apparent Injury** is used when there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal functions.

**01 - Possible Injury** is any injury reported or claimed which is not fatal, suspected serious or suspected minor injury. This includes: momentary loss of consciousness, claim of injuries not evident, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

**02 - Suspected Minor Injury** is any injury that is evident at the scene of the crash other than fatal or serious injuries. Examples include: lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle). This does not include limping (the injury cannot be seen). (See **01 - Possible Injury**).

**03 - Suspected Serious Injury** is an injury other than fatal which results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene

- Paralysis

**04 - Fatal Injury (Killed)** - a fatal injury is any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the option previously assigned to “**04 - Fatal Injury (Killed)**”.

**06 - Died Prior To Crash** refers to non-motor vehicle fatalities that are involved in a motor vehicle crash; e.g., a heart attack victim, a homicide victim, a suicide or person involved in a legal intervention that is involved in a motor vehicle traffic crash.

*This option is used only if the person died prior to the crash or the person died as a result of natural causes (e.g., heart attack), disease, drug overdose or alcohol poisoning, suicide, homicide and legal intervention.*

In suicide incidents, use the following criteria:

1. If the only fatality is the suicide victim and it can be ascertained that the crash was a suicide, do not fill out a 12-200 Collision Report.
2. If other fatalities occur, code the case as appropriate. The suicide victim's Injury Status should be set to **06 - Died Prior to Crash** if the death occurred at the time of the crash (or prior) or **00 – No Apparent Injury** if the death occurred after the crash.

*This option does not apply if the cause of death is a result of crash-related injury or that on-set occurred after the crash.*

## FIELD 119 – SOURCE OF TRANSPORT TO FIRST MEDICAL FACILITY

SOURCE OF TRANSPORT TO FIRST MEDICAL FACILITY	
00 - Not Transported	04 - Transported Unk. Source
01 - EMS Air	05 - EMS Ground
02 - Law Enforcement	98 - Other
03 - EMS Unk. Mode	99 - Unknown

Medical Facility refers to an injury treatment facility. The treatment facility is the first medical facility to which the person is taken. Use the appropriate option, even if the person dies en route to the treatment facility. A morgue is not an injury treatment facility.

Use **01 - EMS Air**, **02 - Law Enforcement**, **03 - EMS Unknown Mode**, **05 - EMS Ground** or **98 - Other** if this person did not go to a treatment facility directly from the scene, but was transported at a later time for injuries sustained in this crash. If there is an indication that both air and ground transportation were used, select **01 - EMS Air**.

**00 - Not Transported** is used for victims who are dead on the scene and for those who are not taken (or do not go) to a treatment facility or hospital for treatment. For example, an uninjured person rides along with an injured person to a treatment facility.

**01 - EMS Air** includes any air transport device.

**02 - Law Enforcement** includes transport by state, county or local law enforcement agency vehicles.

**03 - EMS Unknown Mode** is used when a person is transported to a treatment facility by EMS, but the mode of transportation is not known.

**04 - Transported Unknown Source** is used if you know the person was transported to a treatment facility, but you do not know the source.

**05 - EMS Ground** includes transport by private and county/city-owned ambulance or rescue squad vehicles.

**98 - Other** includes transport by private citizens or individuals who drive themselves to the hospital or treatment facility.

**99 - Unknown** is used when it is “unknown” whether or not this person was taken (or went) to a hospital/treatment facility for treatment.

## FIELD 120 – EMS VEHICLE AGENCY ID

EMS VEHICLE AGENCY ID \_\_\_\_\_

Enter the ID of the EMS agency that transported this person to the first medical facility.

Enter **Not Applicable** when:

- this person was not transported to a medical facility (the option selected for the Source of Transport to First Medical Facility field is 00 – Not Transported)
- this person was transported to a medical facility by law enforcement (the option selected for the Source of Transport to First Medical Facility field is 02 – Law Enforcement)

Enter **Unknown** when:

- this person was transported to a medical facility but the source of transport is unknown (the option selected for the Source of Transport to First Medical Facility field is 04 – Transported Unknown Source)
- it is unknown whether or not this person was taken to a medical facility (the option selected for the Source of Transport to First Medical Facility field is 99 – Unknown)



**FIELD 121 – EMS RUN #**

EMS RUN # _____
-----------------

Enter the EMS response run number.

Enter **Not Applicable** when:

- this person was not transported to a medical facility (the option selected for the Source of Transport to First Medical Facility field is 00 – Not Transported)
- this person was transported to a medical facility by law enforcement (the option selected for the Source of Transport to First Medical Facility field is 02 – Law Enforcement)

Enter **Unknown** when:

- this person was transported to a medical facility but the source of transport is unknown (the option selected for the Source of Transport to First Medical Facility field is 04 – Transported Unknown Source)
- it is unknown whether or not this person was taken to a medical facility (the option selected for the Source of Transport to First Medical Facility field is 99 – Unknown)

**FIELD 122 – NAME OF MEDICAL FACILITY**

NAME OF MEDICAL FACILITY _____
-----------------------------------

Enter the name of the first medical facility that this person was taken to.

Enter **Not Applicable** when:

- this person was not transported to a medical facility (the option selected for the Source of Transport to First Medical Facility field is 00 – Not Transported)

Enter **Unknown** when:

- the name of the medical facility that this person was taken to is unknown.

## FIELD 123 – CONTRIBUTING ACTION(S) / CIRCUMSTANCE(S) AT TIME OF CRASH

CONTRIBUTING ACTION(S) / CIRCUMSTANCE(S) AT TIME OF CRASH (up to 4 choices)		
00 - No Contributing Action / Circumstance	16 - Wrong Side or Wrong Way	30 - Operator Inexperience
01 - Ran Off Roadway	17 - Followed Too Closely	31 - Pedestrian Error / Confusion
02 - Failed to Yield Right-of-Way	18 - Failed to Keep in Proper Lane	32 - Emergency Services Personnel
03 - Ran Red Light	19 - Operated Motor Vehicle in an Inattentive, Careless, Erratic, or Negligent	33 - Police or Law Enforcement Officer
04 - Ran Stop Sign	20 - Operated Motor Vehicle in a Reckless or Aggressive Manner	34 - Police Pursuing this Driver
05 - Failure to Obey Other Traffic Signs, Signals, Officer etc.	21 - Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway, etc.	35 - Police Officer in Pursuit
06 - Failure to Signal Intentions	22 - Over-Correcting / Over-Steering	36 - Dart / Dash
07 - Disregarded Other Road Markings	23 - Reaction to or Failure to Take Drugs / Medication	37 - In Roadway Improperly (Standing, Lying, Working, Playing)
08 - Improper Turn	24 - Unlawful Driving on Sidewalk or Pathway	38 - Disabled Vehicle Related (Working on, Pushing, Leaving / Approaching)
09 - Improper Merge	25 - Improper / Unsecure Load (with Passengers or Cargo)	39 - Entering / Exiting Vehicle
10 - Improper Backing	26 - Towing or Pushing Improperly	40 - Improper Crossing of Roadway or Intersection (Jaywalking)
11 - Improper Passing	27 - Operating Without Required Equipment	41 - Not Visible (Dark Clothing, No Lighting, etc.)
12 - Passing with Insufficient Distance or Inadequate Visibility	28 - Interfering with Driver	42 - Set Vehicle in Motion
13 - Failure to Yield to Overtaking Vehicle	29 - Construction / Maintenance / Utility Worker	98 - Other Contributing Action / Circumstance
14 - Improper or Erratic Lane Changing		99 - Unknown
15 - Making Improper Entry to or Exit from Trafficway		

Select up to four (4) actions or circumstances that may have contributed to the crash.

**00 - No Contributing Action / Circumstance** is used when there is no contributing action or circumstance that may have contributed to the crash.

**01 - Ran Off Roadway**

**02 - Failed to Yield Right-of-Way** is used if this person failed to yield to a pedestrian, emergency vehicle, streetcar already in intersection, etc.

**03 - Ran Red Light** is used if this person ran a red light.

**04 - Ran Stop Sign** is used if this person ran a stop sign.

**05 - Failure to Obey Other Traffic Signs, Signals, Officer, etc.** – is used if this person failed to obey other traffic signs, signals, officer, etc.

**06 - Failure to Signal Intentions** is used if this person failed to sound horn at curve or mountain road, failed to signal upon stopping to turn, etc.

**07 - Disregarded Other Road Markings**

**08 - Improper Turn**

**09 - Improper Merge**

**10 - Improper Backing**

**11 - Improper Passing**

**12 - Passing with Insufficient Distance or Inadequate Visibility** is used when this person passed with insufficient sight distance or improper visibility.

**13 - Failure to Yield to Overtaking Vehicle**

**14 - Improper or Erratic Lane Changing** is used when this person changed lanes unsafely, failed to obey “no lane change” sign, weaving in and out of traffic etc.

**15 - Making Improper Entry to or Exit from Trafficway** is used when this person drove onto or from controlled access highway where prohibited. For example: entering highway from adjacent pasture, field; entering highway on exit ramp, or exiting on entrance ramp, going the wrong way.

**16 - Wrong Side or Wrong Way**

**17 - Followed Too Closely** is used when this person followed too closely.

**18 - Failed to Keep in Proper Lane** is used when this person failed to stay in the proper lane. Examples include: bicyclist failing to keep in bicycle lane; persons not in motor vehicles in-transport and working motor vehicle fail to stay in proper lane; going straight in a turn lane; etc.

**19 - Operated Motor Vehicle in an Inattentive, Careless, Erratic, or Negligent Manner**

Add verbiage about Inattentive and give examples - (talking, eating, etc.) See if Joanna has this.

**20 - Operated Motor Vehicle in a Reckless or Aggressive Manner**

**21 - Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway, etc.**

**22 - Over-Correcting / Over-Steering**

**23 - Reaction to or Failure to Take Drugs / Medication** this option is to be selected when the person has an allergic reaction to medication/drugs; reacted to drug interaction (over the counter and/or prescribed); failed to take required medication.

**24 - Unlawful Driving on Sidewalk or Pathway**

**25 - Improper / Unsecure Load (with Passengers or Cargo).** Examples include having more than 3 passengers in the front seat; trunk open with extra large cargo protruding; sitting/standing on rails, tailgate of pickup or improperly sitting in bed of pickup; overweight/ over length/ oversize.

**26 - Towing or Pushing Improperly** is used when towing with improper connection (e.g., only a cable, etc.); using vehicle to push another vehicle; etc.

**27 - Operating Without Required Equipment** select this option when this person is operating a vehicle with defective or no lamps, brakes, mirrors, muffler, flares, wipers, horn, snow tires, chains, etc.

**28 - Interfering with Driver.** Examples include obstructing the driver's view; striking the driver with body or object; rambunctious individuals who make the driver inattentive, even without touching the driver or the controls; motorcycle passenger (or other cyclist) shifting weight or affecting driver control; etc.

**29 - Construction / Maintenance / Utility Worker.** Examples: highway department, contractor, utility company personnel, etc.

**30 - Operator Inexperience.** Examples: new drivers, new truck/bus driver; unfamiliar with vehicle; person not in motor vehicle in-transport unfamiliar with transport device; etc.

**31 - Pedestrian Error / Confusion** is to be used when this pedestrian unintentional actions were the primary cause of the collision. Not to be confused with intentional acts (e.g. dart/dash).

**32 - Emergency Services Personnel** includes fire, EMS, wrecker service personnel.

**33 - Police or Law Enforcement Officer.** Federal, State or local law enforcement officer working at the time of crash. Includes Military and Park Police, Border Patrol, and all other sworn law enforcement officers.

**34 - Police Pursuing this Driver** is used when this motorist is being pursued by police.

**35 - Police Officer in Pursuit** is used when this officer is in pursuit of motorist.

**36 - Dart / Dash** is used when this person either ran, rode, etc., into the roadway in front of a motorist whose view of the non-motorist was not obstructed or this person walked, ran, rode, etc., into the road and was struck by a motorist whose view of the pedestrian was blocked until an instant before impact.

For example:

1. A pedestrian runs into the roadway in front a motorist whose view of the pedestrian was blocked until an instant before impact.
2. A bicyclist enters the roadway in front of a motorist whose view of the bicyclist was not obstructed.

**37 - In Roadway Improperly (Standing, Lying, Working, Playing)** (e.g. child running in front of motor vehicle playing, intoxicated person walking in the roadway). Note that this is different from Pedestrian Error / Confusion in that this is an intentional act.

**38 - Disabled Vehicle Related (Working on, Pushing, Leaving / Approaching)** is used when this person was outside of a disabled vehicle for any of a number of reasons, including working on it, pushing it, leaving it, or approaching it.

**39 - Entering / Exiting Vehicle** is used when this person is a non-motorist and he/she was in the act of entering or had just exited a motor vehicle.

**40 - Improper Crossing of Roadway or Intersection (Jaywalking)**

**41 - Not Visible (Dark Clothing, No Lighting, etc.)** is used when this person is a non-motorist and he/she was not visible to the motorist because of blocked views, insufficient lighting, or other reasons.

**42 - Set Vehicle in Motion** is used when the motor vehicle this person was in was unintentionally set in motion by this person.

**98 - Other Contributing Action / Circumstance** is used when there is another action / circumstance that contributed to the crash but it is not listed in the options above.

**99 - Unknown** is used when this person's action / circumstance contributing to the crash is unknown. Note that if you select this option you cannot select any other option; this field will only have the one selection not four (4) as otherwise allowed.

## FIELD 124 – SPEEDING SUSPECTED

SPEEDING SUSPECTED	
00 - No	03 - Too Fast for Conditions
01 - Racing	97 - Not Applicable
02 - Exceeded Speed Limit	99 - Unknown

Indicate if this person was “speeding,” based on verbal or physical evidence and not on speculation alone. The following choices are hierarchical.

**00 - No** is used if this person was not speeding.

**01 - Racing**

**02 - Exceeding Speed Limit**

**03 - Too Fast for Conditions**

**97 – Not Applicable** is only to be used when this person is a passenger, occupant, or non-motorist for which speeding is not relevant (e.g., pedestrian).

**99 - Unknown**

**FIELD 125 – VISUAL OBSTRUCTION**

VISUAL OBSTRUCTION	
00 - None	02 - Exterior
01 - Interior	97 - Not Applicable

Indicate if this person's vision was obstructed.

**00 - None** is used when there is no indication of a visual obstruction for this person.

**01 - Interior** is used when there is a visual obstruction in the interior of the motor vehicle used by this person. Examples: window stickers, sun shades, ornaments, windshield tinting, cargo, etc.

**02 - Exterior** is used when there is an external visual obstruction for this person. Examples: billboard, vegetation, bright sunlight, etc.

**97 – Not Applicable** is only to be used when this person is a passenger or occupant in which case the visual obstruction is irrelevant to this crash.

**FIELD 126 – RESTRAINT SYSTEM / SAFETY EQUIPMENT(S)**

RESTRAINT SYSTEM / SAFETY EQUIPMENT(S) (up to 4 choices)		
01 - Shoulder Belt Only Used	08 - Restraint Used – Type Unknown	15 - No Helmet
02 - Lap Belt Only Used	09 - Reflective Equipment / Clothing (Jacket, Backpack, etc.)	16 - No Restraint System Used
03 - Shoulder and Lap Belt Used	10 - Protective Clothing / Pads (Elbows, Knees, Shins, etc.)	17 - No Safety Equipment Used
04 - Child Restraint System – Forward Facing	11 - Lighting	98 - Other Restraint System
05 - Child Restraint System – Rear Facing	12 - DOT-Compliant Motorcycle Helmet	97 - Other Safety Equipment
06 - Child Restraint Type Unknown	13 - Helmet, Other than DOT-Compliant Motorcycle Helmet	99 - Unknown if Helmet Worn
07 - Booster Seat	14 - Helmet, Unknown if DOT-Compliant Motorcycle Helmet	99 - Unknown if Used

This field records the restraint system or safety equipments in use by this person at the time of the crash.

Code this field regardless of whether the vehicle is equipped with manual systems, automatic belts or harnesses, air bags, or any combination of these.

***The child restraints / booster seats take precedence over the belt use. For a child in a child restraint system not using the 5-point harness or in a booster not using the belt restraint select the child restraint system or booster and indicate mis-use.***

**01 - Shoulder Belt Only Used** is used for a two-part restraint system and only the shoulder belt portion is connected to a buckle.

Example: You are selecting an option for a driver in the vehicle that has an automatic shoulder harness and a manual belt. The shoulder harness was used at the time of the crash, but the lap belt was not. Select **01 - Shoulder Belt Only Used**.

**02 - Lap Belt Only Used** is used when this person is using a lap safety belt either because the motor vehicle is equipped only with a lap belt or because the shoulder belt is not in use.

Note: The presence of an air bag system does not mean that there are no active belts present. In fact, most air bag equipped vehicles also have some belt restraint system installed in the seat positions protected by the air bags.

**03 - Shoulder and Lap Belt Used** is used when this person's restraint system consists of both the shoulder belt and lap belt portions and is connected to a buckle.

**04 - Child Restraint System - Forward Facing** is used when a child passenger is seated in a forward facing child safety seat. This does not imply correct use or placement of the seat.

**05 - Child Restraint System - Rear Facing** is used when a child passenger is seated in a rearward facing child safety seat. This does not imply correct use or placement of the seat.

**06 - Child Restraint Type Unknown** is used when some type of child restraint was in use, but the type of restraint is not clear.

**07 - Booster Seat** is used when a child passenger is seated in a "belt-positioning seat" that positions a child on a vehicle seat to improve the fit of the child in a lap and shoulder seatbelt system.

**08 - Restraint Used – Type Unknown** is used when some type of restraint was in use but the type of restraint is not clear.

**09 - Reflective Equipment / Clothing (Jacket, Backpack, etc.)** is used when this person was wearing or carrying some type of reflective equipment. The emphasis is on the reflective property of the equipment and does not include devices which give off light under their own power (e.g., flashlights). The equipment can be reflective tape affixed to regular clothing, special reflective clothing, a reflective device that is worn or a reflective device that is carried. It can be made by the person and does not have to be specifically designed as a safety device.

**10 - Protective Clothing / Pads (Elbows, Knees, Shins, etc.)** is used when this person was wearing padded, shaped attachments to protect specific areas of the body (elbows, knees, shins, etc.) from injury.

**11 - Lighting** is used when this person uses a light on his/her person or on a pedalcycle or personal conveyance for safety purposes, to include flashlights.

**12 - DOT-Compliant Motorcycle Helmet** is used when this person wears a motorcycle helmet that is compliant with Federal Motor Vehicle Safety Standards.

**13 - Helmet, Other than DOT-Compliant Motorcycle Helmet** is used when:

- this person is a motorcyclist and wears a motorcycle helmet that is not compliant with Federal Motor Vehicle Safety Standards, or

- This person is a bicyclist wearing a bicycle helmet.

**14 - Helmet, Unknown if DOT-Compliant Motorcycle Helmet** is used when it is known that this person was wearing a motorcycle helmet at the time of the crash but it is unknown if the helmet was a DOT-Compliant Motorcycle Helmet (e.g., this person left the scene of the accident).

**15 - No Helmet** is used when this person was not wearing a helmet.

**16 - No Restraint System Used** is used when this person was not using any type of restraint system.

**17 - No Safety Equipment Used** is used when this person was not wearing or carrying any type of safety equipment.

**96 - Other Restraint System** is used when this person was using another restraint system not listed in the options above.

**97 - Other Safety Equipment** is used when this person was using another safety equipment not listed in the options above.

**98 - Unknown if Helmet Worn** is used when it is not known if this person was wearing a helmet at the time of the crash.

**99 - Unknown if Used** is used when it is unknown if any restraint systems or safety equipments were used at the time of the crash.

## FIELD 127 – MIS-USE

MIS-USE	
00 - No	<input type="checkbox"/>
01 - Yes	

**00 - No** is used when:

- the restraint system or safety equipment(s) were not mis-used;
- there is no restraint system or safety equipment(s) used;
- it is unknown if a restraint system or safety equipment(s) were used.

**01 - Yes** is used when the restraint systems or safety equipments were mis-used at the time of the crash.

### Examples:

- The driver of Vehicle 1 had the shoulder belt portion of the seatbelt behind his back.
- The operator of the motorcycle had the helmet on backwards or unfastened.
- Two persons are secured in one restraint.
- *The child was in a booster seat but not using the vehicles restraint system.*



- *The child restraint system was properly secured however the child was not using the 5-point harness system.*
- *The child restraint system was not properly secured in the vehicle.*

## FIELD 128 – DISTRACTED BY

DISTRACTED BY	
00 - Not Distracted	<input type="text"/>
01 - Manually Operating an Electronic Communication Device (Texting, Typing, Dialing)	
02 - Talking on Hand-Free Electronic Device	
03 - Talking on Hand-Held Electronic Device	
04 - Other Activity, Electronic Device (Navigation Device, DVD Player, etc.)	
05 - Passenger	
06 - Other Inside the Vehicle (Eating, Personal Hygiene, etc.)	
07 - Outside the Vehicle (Includes Unspecified External Distractions)	
97 - Not Applicable	
99 - Unknown if Distracted	

Select the distraction which may have influenced this person's performance.

**00 - Not Distracted** select this option when this person was completely attentive.

**01 - Manually Operating an Electronic Communication Device (Texting, Typing, Dialing)**

**02 - Talking on Hand-Free Electronic Device**

**03 - Talking on Hand-Held Electronic Device**

**04 - Other Activity, Electronic Device (Navigation Device, DVD Player, etc.)**

**05 - Passenger** is used when this driver was distracted by a passenger in the car. Note that this option can only be selected if this person is a driver of a motor vehicle in-transport.

**06 - Other Inside the Vehicle (Eating, Personal Hygiene, etc.)**

**07 - Outside the Vehicle (Includes Unspecified External Distractions)**

**97 - Not Applicable** can only be selected for passengers and occupants when the "distracted by" is not relevant.

**99 - Unknown if Distracted**

**FIELD 129 – CONDITION(S) AT TIME OF CRASH**

CONDITION(S) AT TIME OF CRASH (up to 2 choices)		<input type="checkbox"/>	<input type="checkbox"/>
00 - None/Apparently Normal			
01 - Ill, Blackout			
02 - Asleep or Fatigued			
03 - Walking with a Cane or Crutches			
04 - Paraplegic Or Restricted to Wheelchair			
05 - Impaired Due To Previous Injury			
06 - Deaf			
07 - Blind			
	08 - Emotional (depressed, angry, disturbed, etc)		
	09 - Under the Influence of Alcohol, Drugs or Medication		
	10 - Physical Impairment		
	98 - Other		
	99 - Unknown If Impaired		

Select up to two physical impairments for this person which may have contributed to the crash.

**00 - None/Apparently Normal** is used when this person appears to be normal.

**01 - Ill, Blackout** is used when this person was ill or unconscious when the crash occurred. Select this option even if the source of the illness or loss of consciousness is alcohol or drug related. Use this option if the driver or non-motorist had fainted and/or seizures were identified.

**02 – Asleep or Fatigued** is used when the crash might have been caused by this person being asleep or fatigued (drowsy or sleepy - alcohol or other drugs may be the source of this impairment) while driving.

**03 - Walking with a Cane or Crutches** is used when this non-motorist is walking with a cane or crutches.

**04 - Paraplegic or Restricted to Wheelchair** is used if this person has to use a wheelchair or is paraplegic (may or may not have used a wheelchair).

**05 - Impaired Due To Previous Injury** if this person is impaired due to a previous injury (e.g., if a person is involved in this crash subsequent to his/her involvement in a previous crash in which the person was injured). This should be extremely rare.

**06 - Deaf** is used when this person is deaf.

**07 - Blind** is used when this person is blind.

**08 - Emotional (depressed, angry, disturbed, etc.)** is used when this person is arguing with someone, is having a disagreement, is depressed and/or is emotionally upset.

**09 - Under the Influence of Alcohol, Drugs or Medication** is used when this person was under the influence of alcohol, drugs or medication.

**10 - Physical Impairment** is used when a physical impairment existed at the time of crash.

**98 - Other** is used when a condition existed at the time of crash but that condition is not listed in the options above.

**99 - Unknown if Impaired** is used if the physical impairment of this person is unknown. (e.g. hit-and-run)

### FIELD 130 – ALCOHOL SUSPECTED

ALCOHOL SUSPECTED	
00 - No	<input type="text"/>
01 - Yes	
99 - Unknown	

Indicate whether this person is suspected to have used alcohol.

### FIELD 131 – ALCOHOL TEST STATUS

ALCOHOL TEST STATUS	
00 - Test Not Given	<input type="text"/>
01 - Test Refused	
02 - Test Given	
99 - Unknown if Tested	

Test Status indicates whether or not a test was performed on this person to detect the presence of alcohol.

**00 - Test Not Given** is used when an alcohol test was not given.

**01 - Test Refused** is used when an alcohol test was refused.

**02 - Test Given** is used when an alcohol test was given.

**99 - Unknown if Tested** is used when it is unknown if this person was tested to detect the presence of alcohol.

### FIELD 132 – ALCOHOL TEST TYPE

ALCOHOL TEST TYPE		
00 - Test Not Given	10 - Preliminary Breath Test (PBT)	<input type="text"/>
01 - Blood "BAC"	97 - Other Test Type	
02 - Breathalyzer "BrAC"	98 - Unknown Test Type	
04 - Vitreous	99 - Unknown if Tested	
05 - Blood Plasma/Serum		

Alcohol Test Type identifies the type of test that was administered to this person.

If more than one type of test is performed on the same person, a Blood Test is preferred over other tests. The exception is if you have information that casts clear doubt on the validity or reliability of the Blood Test when you have results from a test of another type. For example, the blood test was spoiled or contaminated. In such a case, record the Alcohol Test Type for the test with the valid result. Other situations where this may occur include information that:

- the test was performed on a live victim unreasonably long after the crash; or
- the lab, coroner, or medical examiner expresses doubt in their result from a blood test.

**00 - Test Not Given** is used when no alcohol test was given or the person refused to be tested.

**01 – Blood “BAC”** is used when a blood alcohol test is used to obtain a legal BAC.

**02 - Breathalyzer “BrAC”** is used when a breathalyzer test was done to obtain a BrAC.

**04 - Vitreous** is used when the sample is drawn from the eye.

**05 - Blood Plasma/Serum** is used when the sample is drawn at the hospital through the course of treatment.

**10 - Preliminary Breath Test (PBT)** is used when a PBT was the type of test used to obtain a BrAC.

**97 - Other Test Type** is used when the test used to obtain a BAC/BrAC is “Other” than the available options listed above.

**98 - Unknown Test Type** is used when a test was given but the type of test is unknown.

**99 - Unknown if Tested** is used when it is unknown if this person was tested for BAC/BrAC.

## FIELD 133 – ALCOHOL TEST RESULT

ALCOHOL TEST RESULT	
00 - Test Not Given	<input type="text"/>
01 - Test Given - Reading Value: _____	
99 - Unknown if Tested	

This field records the alcohol test result.

**00 - Test Not Given** is used when no alcohol test was given or the person refused to be tested.

**01 - Test Given** this option is selected if an alcohol test was given. Note that you will have to enter the value of the reading in the space provided:

**READING VALUE**

Reading Value: \_\_\_\_\_

If there was an alcohol test given you must enter the value of the reading in this field.

**99 - Unknown if Tested** is used when it is unknown if this person was tested for alcohol.

**FIELD 134 – PERSON # (cont.)**PERSON #  (cont.)

Enter the same person number you entered on the **PERSON #** field (page 1 of 2).

**FIELD 135 – DRUGS SUSPECTED**

<b>DRUGS SUSPECTED</b> 00 - No 01 - Yes 99 - Unknown	<input type="text"/>
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Indicate whether this person is suspected to have used drugs.

**FIELD 136 – DRUG TEST STATUS**

<b>DRUG TEST STATUS</b> 00 - Test Not Given 01 - Test Refused 02 - Test Given 99 - Unknown if Tested	<input type="text"/>
--	----------------------

Indicates whether or not a test was performed on this person to detect the presence of drugs.

**00 - Test Not Given** is used when a drug test was not given. If Drugs Test Status is **00 - Test Not Given** then Drug Test Type and Drug Test Result will also be **00 - Test Not Given**.

**01 - Test Refused** is used when a drug test was refused. If Drugs Test Status is **01 - Test Refused** then Drug Test Type and Drug Test Result will be **00 - Test Not Given**.

**02 - Test Given** is used when a drug test was given.

**99 - Unknown if Tested** is used when it is unknown if a drug test was given. If Drug Test Status is **99 - Unknown if Tested** then Drug Test Type should also be **99 - Unknown if Tested**.

**FIELD 137 – DRUG TEST TYPE**

<b>DRUG TEST TYPE</b>		<input type="text"/>
00 - Test Not Given		
01 - Blood		
02 - Urine		
03 - Both: Blood and Urine Tests	07 - Unknown Test Type	
	98 - Other Test Type	
	99 - Unknown if Tested	

Indicate the type of test that was administered to this person.

- 00 - Test Not Given** is used when a drug test was not given or a drug test was refused.
- 01 - Blood** is used when the type of test used to detect the presence of drugs is blood test.
- 02 - Urine** is used when the type of test used to detect the presence of drugs is urine test.
- 03 - Both: Blood and Urine Tests** is used when this testing combination was used to detect the presence of drugs.
- 07 - Unknown Test Type** is used when a test was given but the type of test is unknown.
- 98 - Other Test Type** is used when a drug test was given but the type is other than the ones listed in the options for this field.
- 99 - Unknown if Tested** is used when it is unknown if a drug test was given.

### FIELD 138 – DRUG TEST RESULT

<b>DRUG TEST RESULT</b> 00 - Test Not Given 01 - Positive 02 - Negative 99 - Unknown	<input type="text"/>
--	----------------------

Indicate the drug test result. This field excludes Nicotine, Aspirin, and Alcohol. In addition, exclude drugs explicitly indicated to have been administered after the crash.

**00 - Test Not Given** is used when a drug test was not given or was refused. If Drug Test Status is **00 - Test Not Given** then Drug Test Type and Drug Test Result will also be **00 - Test Not Given** and **00 - Test Not Given**. If the Drug Test Status is **01 - Test Refused** then Drug Test Type and Drug Test Result will also be **00 - Test Not Given**.

**01 - Positive** is used when the drug test result is indicated to be positive.

**02 - Negative** is used when a test for the presence of drugs was “negative” or no drugs were found.

**99 - Unknown** refers to drug tests that were performed but the results are unknown or pending and are unobtainable or when it is unknown if this person was tested for drugs.

### FIELD 139 – DRUG(S) DETECTED

<b>DRUG(S) DETECTED</b> <i>(up to 4 choices)</i>		<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
01 - Marijuana	05 - PCP				
02 - Cocaine	06 - Other Controlled Substance				
03 - Opiate	07 - Other Drug (Excludes Post-Crash Drugs)				
04 - Amphetamine	97 - Not Applicable				

Select the Drugs Detected by the drug test performed on this person. This field excludes Nicotine, Aspirin, and Alcohol. You may enter up to four options.

### FIELD 140 – CHARGE(S)

CHARGE(S)	
00 - No Charges	
01 - Yes	
Total charges for this person: _____	
99 - Unknown	

Indicate whether any charges were filed against this person.

**00 - No Charges** is used when no charges were filed against this person.

**01 - Yes** is used when charges were filed against this person. Note that you will have to enter the total number of charges for this person in the **Total charges for this person** space provided:

#### TOTAL CHARGES FOR THIS PERSON

Total charges for this person: \_\_\_\_\_

The **Total charges for this person** space should only be filled out if you select **01 - Yes** for the **Charge(s)** field.

**99 - Unknown** is used when it is not known if changes were filed against this person.

### FIELD 141 – CDL

CDL	
00 - No	
01 - Yes	
97 - Not a Driver	
99 - Unknown	

Indicate whether the driver's license is a commercial driver license (CDL).

**00 - No** is to be selected when this driver's licence is not a commercial driver's license.

**01 - Yes** is used when this driver's license is a commercial driver's license.

**97 - Not a Driver** is to be used **ONLY** when this person is NOT a **01 - Driver of a Motor Vehicle In-Transport**.

**99 - Unknown** is used when it is unknown if this Driver has a commercial driver license. (e.g., hit-and-run)



**FIELD 142 – DL CLASS(ES)**

<b>DL CLASS(ES)</b> (up to 2 choices)	<input type="text"/>	<input type="text"/>
Enter 00 for Not Licensed 97 for Not a Driver 99 for Unknown		

Enter this driver's DL Class(es).

Note that you can enter up to two DL Classes.

Examples:

Driver's license with Alaska DL Classes A and M1:

<b>DL CLASS(ES)</b> (up to 2 choices)	<input type="text" value="A"/>	<input type="text" value="M1"/>
Enter 00 for Not Licensed 97 for Not a Driver 99 for Unknown		

Driver's license with Alaska DL Class D:

<b>DL CLASS(ES)</b> (up to 2 choices)	<input type="text" value="D"/>	<input type="text"/>
Enter 00 for Not Licensed 97 for Not a Driver 99 for Unknown		

Driver's license with Alaska DL Class IP (Instruction Permit):

<b>DL CLASS(ES)</b> (up to 2 choices)	<input type="text" value="IP"/>	<input type="text"/>
Enter 00 for Not Licensed 97 for Not a Driver 99 for Unknown		

Enter **00** in the first box if this driver is not licensed.

Examples:

- this person has never had a driver's license, or
- this person's driver's license is expired (see local law for when a driver's license is considered expired) or
- this person's driver's license is revoked.

Please note that you cannot enter anything in the second box of this field when **00** is entered in the first box:

<b>DL CLASS(ES)</b> (up to 2 choices)	<input type="text" value="00"/>	<input type="text"/>
Enter 00 for Not Licensed 97 for Not a Driver 99 for Unknown		

Enter **97** ONLY if this person is not a **01 - Driver of a Motor Vehicle In-Transport**. Please note that you cannot enter anything in the second box of this field when **97** is entered in the first box:

<b>DL CLASS(ES)</b> (up to 2 choices)	<input type="text" value="97"/>	<input type="text"/>
Enter 00 for Not Licensed 97 for Not a Driver 99 for Unknown		

Enter **99** if the Driver License Class is not known. (e.g., hit-and-run) Please note that you cannot enter anything in the second box of this field when **99** is entered in the first box:

<b>DL CLASS(ES)</b> (up to 2 choices)	<input type="text" value="99"/>	<input type="text"/>
Enter 00 for Not Licensed 97 for Not a Driver 99 for Unknown		

## FIELD 143 – NON-CDL STATUS

<b>NON-CDL STATUS</b>		<input type="text"/>
00 - Not Licensed or CDL	06 - Valid	
01 - Suspended	07 - Limited	
02 - Revoked	08 - Temporary	
03 - Expired	97 - Not a Driver	
04 - Canceled or Denied	99 - Unknown	

**00 - Not Licensed or CDL** should be used only when it has been reasonably established that the driver is not registered (anywhere) or when the driver has a CDL in which case the CDL LICENSE STATUS field will hold the pertinent information regarding the status of this driver's license. **00 - Not Licensed or CDL** takes precedence over all other Non-CDL Status options. Drivers who have a license but fail to have their license with them at the time of the crash should be coded according to the type (class) of license they possess and the validity of the license.

**01 - Suspended** should be used when the non-CDL is suspended at the time of the crash. This option takes precedence over all other Non-CDL Status options except **00 - Not Licensed**.

**02 - Revoked** should be used when the non-CDL is revoked at the time of the crash.

**03 - Expired** should be used when the non-CDL is expired at the time of the crash.

**04 - Canceled or Denied** is used whenever the driver's official driver record indicates the driver's license (1) was canceled; or (2) the driver's request for license, or an extension of one, was denied.

**06 - Valid** refers to any license held by the driver that is valid for the class of vehicle operated. If the driver is in violation of some aspect of his/her license (e.g., one of the restrictions) do not consider the license as being not valid. Record the restriction in the **Compliance with Driver's License Restriction(s)** if applicable.

**07 – Limited** is used when the driver has been issued a non-CDL limited license.

**08 - Temporary** is used when the driver has been issued a non-CDL temporary license.

**97 - Not a Driver** should ONLY be used when this person is not a **01 - Driver of a Motor Vehicle In-Transport**.

**99 - Unknown** should be used when the status of the license is unknown. **99 - Unknown** is also used when it is unknown whether the driver had a license or not (e.g., hit-and-run).

#### FIELD 144 – CDL STATUS

CDL STATUS		<input type="text"/>
00 - Not Licensed or Not a CDL	05 - Disqualified	
01 - Suspended	06 - Valid	
02 - Revoked	07 - Learner's Permit	
03 - Expired	08 - Other - Not Valid	
04 - Canceled or Denied	09 - Temporary	
	97 - Not a Driver	
	99 - Unknown	

This field indicates the status for a driver's Commercial Driver's License (CDL).

As of April 1, 1992, all states require a driver to have a CDL for driving a **commercial motor vehicle in excess of 26,000 GVWR/GCWR**; or for transporting hazardous materials in sufficient amounts to be placarded; or for transporting 16 or more passengers, including the driver.

**00 – Not Licensed or Not a CDL** should be used only when it has been reasonably established that the driver is not registered (anywhere) or when the driver has a Non-CDL in which case the NON-CDL STATUS field will hold the pertinent information regarding the status of this driver's license.

**01 - Suspended** is used when the CDL is suspended at the time of the crash.

**02 - Revoked** is used when the CDL is revoked at the time of the crash.

**03 - Expired** is used when the CDL is expired at the time of the crash.

**04 - Canceled or Denied** is used whenever the driver’s official driver record indicates the CDL was canceled; or the driver’s request for CDL was denied.

**05 - Disqualified** is used for commercial drivers who have their CDL privilege taken away for violations against the federal regulations. Although similar to suspension, the reasons for “disqualification” of a CDL may differ from state suspension reasons.

**06 - Valid** refers to any CDL held by the driver that is valid for the class of vehicle operated. If the driver is in violation of some aspect of his/her license (e.g., one of the restrictions) do not consider the license as being not valid. Record the restriction in the **Compliance with Driver’s License Restriction(s)** if applicable.

**07 - Learner’s Permit** is used when the driver has a Learner’s Permit for CDL.

**08 - Other - Not Valid** should be used when a CDL is surrendered or not valid due to the lack of medical clearance.

**09 - Temporary** is used when the CDL is temporary at the time of the crash.

**97 - Not a Driver** should be used ONLY when this person is not a **01 - Driver of a Motor Vehicle In-Transport**.

**99 – Unknown** should be used when the status of the CDL is unknown. **99 - Unknown** is also used when it is unknown whether the driver had a CDL or not (e.g., hit-and-run).

## FIELD 145 – LICENSE COMPLIANCE WITH CLASS OF VEHICLE

LICENSE COMPLIANCE WITH CLASS OF VEHICLE	
00 - Not licensed	<input type="text"/>
01 - No license required for this class vehicle	
02 - No valid license for this class vehicle	
03 - Valid license for this class vehicle	
08 - Unknown if CDL and/or CDL endorsement required for this vehicle	
97 - Not a Driver	
99 - Unknown	

This field refers to the type of license possessed or not possessed by the driver for the class of vehicle being operated at the time of the crash. Select the appropriate option according to the driver’s Non-CDL Status when driving a vehicle not requiring a CDL and to the driver’s Commercial Motor Vehicle License Status when driving a vehicle requiring a CDL.

**00 - Not licensed** should be used when the driver is not licensed (anywhere) and when **DL CLASS(ES)** is **00 - Not licensed**. Drivers who have a license but fail to have their license with them at the time of the crash should be coded according to the type of license they possess and the class of vehicle they are driving. **00 - Not licensed** should not be used in this instance.

**01 - No license required for this class vehicle** means that a license was not required for the vehicle being operated (e.g., mopeds).

**02 - No valid license for this class vehicle** may be used for suspended, revoked, canceled or expired driving privileges. It also refers to drivers with a valid license but not for the class of vehicle driven at the time of the crash. As an example, the driver has an “operator’s license” when a “public passenger” type license is required. For this driver, **02 - No valid license for this class vehicle** should be selected. Another common situation occurs when a separate license is required for a motorcycle. If the driver possesses a valid license for a passenger car but not for the motorcycle, then **02 - No valid license for this class vehicle** should be used if the driver was involved in this crash while driving a motorcycle.

A license (or a portion of the license applicable to the class vehicle driven) that is not in effect because of some action taken by the State, such as suspended, revoked, etc., is not to be coded as valid. Similarly, learner’s permits that are not used under the proper conditions (for example, a required licensed driver for the class of vehicle driven is not present to accompany the driver involved) are not to be coded as valid either. **02 - No valid license for this class vehicle** should be used for suspended, revoked, disqualified, canceled or expired CDL licenses when the vehicle requires a CDL.

**03 - Valid license for this class vehicle** refers to the class of vehicle being driven. As an example, the driver has a “motorcycle” driver’s license only and was driving a motorcycle at the time of the crash; **03 - Valid license for this class vehicle** should be used. On the other hand, a driver might possess a multiple-class license allowing him or her to drive a passenger car as well as a motorcycle. If the vehicle being driven at the time of the crash is a passenger car, also select **03 - Valid license for this class vehicle**. If the vehicle driver requires a CDL and the CDL status is valid, use **03 - Valid license for this class vehicle**.

**08 - Unknown if CDL and/or CDL endorsement required for the vehicle** should be used if it cannot be determined if the vehicle driven requires a CDL or CDL endorsement. There should be sufficient cause to suspect the need for a CDL or CDL endorsement to select this option, such as the vehicle’s size (GVWR/GCWR of 26,001 lbs. or more), configuration (tractor/trailer, combinations, tankers, etc.), or possibly hauling hazardous cargo.

**97 - Not a Driver** should ONLY be used when this person is not a **01 - Driver of a Motor Vehicle In-Transport**.

**99 - Unknown** should be used when the driver has a license but the type or validity are uncertain or if it is unknown whether the driver had a license or not (e.g., hit-and-run).

**FIELD 146 – DL ENDORSEMENT(S)**

<b>DL ENDORSEMENT(S)</b> (up to 5)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Enter: 00 for None or Not Licensed	97 for Not a Driver	99 for Unknown			

Enter up to five (5) endorsements to this driver's license, both commercial and non-commercial.

Enter **00** for None or Not Licensed.

Enter **97** if this person is not a **01 - Driver of a Motor Vehicle In-Transport**.

Enter **99** for Unknown (e.g., hit-and-run).

**FIELD 147 – COMPLIANCE WITH CDL ENDORSEMENT(S)**

<b>COMPLIANCE WITH CDL ENDORSEMENT(S)</b>		<input type="text"/>
00 - No Endorsements Required for the Vehicle	03 - Endorsement(s), Compliance Unk.	
01 - Endorsement(s), Complied With	97 - Not a Driver	
02 - Endorsement(s), Not Complied With	99 - Unknown, if Required	

This field indicates whether the vehicle driven at the time of the crash requires endorsement(s) on a Commercial Driver's License (CDL) and whether this driver is complying with the CDL endorsements. These endorsements include: double/triple trailers, passenger, tank vehicle, hazardous materials, combination of tank and hazardous materials, and others. This field is to be filled out independently from CDL Status. The driver is not automatically failing to comply with a CDL endorsement by not having a valid CDL.

**00 - No Endorsements Required for the Vehicle** is used when the vehicle operated by this person requires no special endorsement on a CDL or requires no CDL to operate.

Also select this option when the vehicle operated by this person requires no special endorsement on a CDL but the driver does not have a driver's license.

**01 - Endorsement(s), Complied With** is used when the vehicle operated by this person requires a CDL and requires a particular endorsement or set of endorsements, and the driver is in compliance with the specific endorsements. (Note: The status of the CDL is not used in determining if the driver has complied with the endorsement.)

**02 - Endorsement(s), Not Complied With** is used when the vehicle operated by this person requires a CDL and particular endorsement(s) on the CDL, but the driver does not have the particular endorsement(s) required for the vehicle driven. The driver may have some other endorsement(s). (Note: The status of the CDL is not used in determining if the driver has complied with the endorsement.)

Also select this option when the vehicle operated by this person requires a CDL and particular endorsement(s) on the CDL, but the driver does not have a driver's license.

**03 - Endorsement(s), Compliance Unknown** is used when the vehicle operated by this person requires a CDL and particular endorsement(s) on the CDL, but it is not known whether the driver was in compliance with the particular endorsement(s) or it is not known whether the driver had a CDL (e.g., hit-and-run).

**97 - Not a Driver** is used **ONLY** when this person is not a **01 - Driver of a Motor Vehicle In-Transport**.

**99 - Unknown, if Required** is used when it is unknown whether a driver is required to have an endorsement on a CDL to operate this motor vehicle. The driver may or may not have a CDL.

### FIELD 148 – DRIVER LICENSE RESTRICTION(S)

<b>DRIVER LICENSE RESTRICTION(S)</b> (up to 3 choices)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Enter: 0 for None or Not Licensed    97 for Not a Driver    99 for Unk.			

Enter up to three (3) restrictions assigned to this individual's driver license. The restrictions can be found on the license (e.g., 1, L, PL etc.)

Examples:

Driver's license with restriction 1 – Corrective Lenses:

<b>DRIVER LICENSE RESTRICTION(S)</b> (up to 3 choices)	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>
Enter: 0 for None or Not Licensed    97 for Not a Driver    99 for Unk.			

Driver's license with restriction 3 – Automatic Transmission:

<b>DRIVER LICENSE RESTRICTION(S)</b> (up to 3 choices)	<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>
Enter: 0 for None or Not Licensed    97 for Not a Driver    99 for Unk.			

Driver's license with restriction H - Only Job Use:

<b>DRIVER LICENSE RESTRICTION(S)</b> (up to 3 choices)	<input type="text" value="H"/>	<input type="text"/>	<input type="text"/>
Enter: 0 for None or Not Licensed    97 for Not a Driver    99 for Unk.			

Driver's license with restrictions 1 – Corrective Lenses and 4 - Daylight Only:

<b>DRIVER LICENSE RESTRICTION(S)</b> (up to 3 choices)	<input type="text" value="1"/>	<input type="text" value="4"/>	<input type="text"/>
Enter: 0 for None or Not Licensed    97 for Not a Driver    99 for Unk.			



Enter **0** in the first box if no restrictions are assigned to this individual's driver license or if this driver is not licensed. Note that the other two boxes have to be blank if **0** is entered in the first box.

Enter **97** if this person is not a **01 - Driver of a Motor Vehicle In-Transport**.

Enter **99** for Unknown. This option is to be used when the driver license restrictions are not known (e.g., hit-and-run).

## FIELD 149 – COMPLIANCE WITH DRIVER'S LICENSE RESTRICTION(S)

COMPLIANCE WITH DRIVER'S LICENSE RESTRICTION(S)	
00 - No Restrictions	03 - Restrictions, Compliance Unknown
01 - Restrictions Complied With	97 - Not a Driver
02 - Restrictions Not Complied With	99 - Unknown

Refers to both physical restrictions (corrective lenses, automatic transmission, etc.) and imposed restrictions (limited driving).

If due to a CDL, a driver has more than one license restriction, select the options for the most appropriate restrictions for the vehicle being driven.

**00 - No Restrictions** is used when there are no restrictions on this driver's license therefore, compliance is not an issue.

Also select this option when this driver does not have a driver's license.

**01 - Restrictions Complied With** is used when the vehicle operated by this person requires a driver's license and the person has restrictions, and the driver is in compliance with the specific restrictions. (Note: The status of the driver's license is not used in determining if the driver has complied with the restrictions.)

**02 - Restrictions Not Complied With** is used when the vehicle operated by this person requires a driver's license and the person has restrictions, and the driver is NOT in compliance with the specific restrictions. (Note: The status of the driver's license is not used in determining if the driver has complied with the restrictions.)

**03 - Restrictions, Compliance Unknown** is used when it is known that there are restrictions on this driver's license but the compliance is not known (e.g., The driver has a '1 - Corrective Lenses' restriction on their license. He/she was taken to the hospital as a result of the collision and it is unknown if he/she was wearing his/her corrective lenses at the time of the crash and there is no readily available way to collect this information).

**97 - Not a Driver** is used ONLY when this person is not a **01 - Driver of a Motor Vehicle In-Transport**.



**99 - Unknown** is used when the compliance with driver's license restriction(s) is not known (e.g., hit-and-run).

## FIELD 150 – INSURANCE COVERAGE

<b>INSURANCE COVERAGE</b>				<input type="text"/>
00 - No	01 - Yes	97 - Not a Driver	99 - Unk.	

Please indicate if this driver has insurance coverage.

**00 - No** is used when this driver has no insurance coverage. When **00 - No** is selected in this field make sure that you put **Not Applicable** in the **Insurance Company** and **Insurance Policy #** fields.

**01 - Yes** is used when this person is a driver and has insurance coverage.

**97 - Not a Driver** is used ONLY when this person is not a **01 - Driver of a Motor Vehicle In-Transport**.

**99 - Unk.** is used when it is unknown if this driver has insurance coverage (i.e. hit-and-run).

## FIELD 151 – INSURANCE COMPANY

<b>INSURANCE COMPANY</b>
--------------------------

Enter the Insurance Company if the Insurance Coverage field for this driver is set to **01 - Yes**.

Enter **Not Applicable** if the Insurance Coverage field for this driver is **00 – No** or **97 – Not a Driver**.

Enter **Unknown** if the Insurance Coverage field for this driver is set to **99 - Unk.** (e.g. hit-and-run)

## FIELD 152 – INSURANCE POLICY #

<b>INSURANCE POLICY #</b>
---------------------------

Enter the Insurance Policy Number if the Insurance Coverage field for this driver is set to **01 - Yes**.

Enter **Not Applicable** if the Insurance Coverage field for this driver is **00 – No** or **97 – Not a Driver**.

Enter **Unknown** if the Insurance Coverage field for this driver is set to **99 - Unk.** (e.g. hit-and-run)

### FIELD 153 – NFR

<b>NFR</b>		
00 - No	01 - Yes	

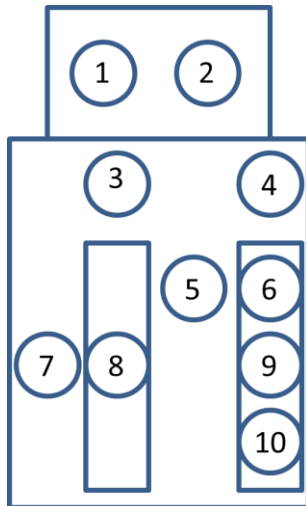
Indicate if a notice of financial responsibility was given to this driver.

If this person is not a 01- Driver of a Motor Vehicle In-Transport enter **00 – No** in this field.

### FIELD 154 – SEATING LOCATION

Indicate the location of this person in, on, or outside of the motor vehicle prior to the first event in the sequence of events. See images below for diagrams of common vehicle types seating/positioning:

#### Ambulance Seating



	ROW	SEAT
1	01 - Front	01 - Left
2	01 - Front	03 - Right
3	02 - Second	02 - Middle
4	02 - Second	03 - Right
5	03 - Third	02 - Middle
6	03 - Third	03 - Right
7	04 - Fourth	01 - Left
8	04 - Fourth	02 - Middle
9	04 - Fourth	03 - Right
10	05 – Other Row	98 - Other

**ROW**

<b>ROW</b>	
01 - Front	05 - Other Row (Bus, 15 Passenger Van, etc.)
02 - Second	97 - Not Applicable
03 - Third	99 - Unknown
04 - Fourth	

Select the row within the motor vehicle for this motorist or occupant prior to the first event in the sequence of events.

**01 - Front** - Select this option if the motorist or occupant was located in the front row of the motor vehicle prior to the first event in the sequence of events.

**02 - Second** - Select this option if the motorist or occupant was located in the second row of the motor vehicle prior to the first event in the sequence of events.

**03 - Third** - Select this option if the motorist or occupant was located in the third row of the motor vehicle prior to the first event in the sequence of events.

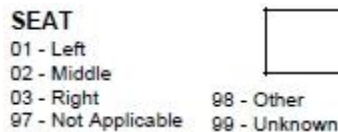
**04 - Fourth** - Select this option if the motorist or occupant was located in the fourth row of the motor vehicle prior to the first event in the sequence of events.

**05 - Other Row (Bus, 15 Passenger Van, etc.)** – Select this option when the motorist or occupant is in the fifth or higher numbered row or for bus passengers/occupants in undetermined seating.

**97 - Not Applicable** – Select this option ONLY when this person is a pedestrian, bicyclist, other cyclist, a person on personal conveyance, person in/on building or an unknown type of non-motorist. In other words, ONLY select this option when this person is NOT a motorist (person types 01, 02, 09), occupant of a motor vehicle not in-transport (person type 03), or occupant of a non-motor vehicle transport device (person type 04). Also select this option if this person is riding an animal; is an injured person in a railway train etc. where a row within a non-motor vehicle transport device cannot be determined.

**99 - Unknown** – Select this option when the motorist's or occupant's row within the motor vehicle is not known.

## SEAT



Select the seat within the row of the motor vehicle for this motorist or occupant prior to the first event in the sequence of events.

**01 - Left** - Select this option when the motorist or occupant is seated in the left seat.

**02 - Middle** - Select this option when the motorist or occupant is seated in the middle seat.

**03 - Right** - Select this option when the motorist or occupant is seated in the right seat.

**97 - Not Applicable** - Select this option ONLY when this person is a pedestrian, bicyclist, other cyclist, a person on personal conveyance, person in/on building or an unknown type of non-motorist. In other words, ONLY select this option when the person is NOT a motorist (person types 01, 02, 09), occupant of a motor vehicle not in-transport (person type 03), or occupant of a non-motor vehicle transport device (person type 04).

Also select this option if this person is riding an animal; is an injured person in a railway train etc. where a seat within a non-motor vehicle transport device cannot be determined.

**98 - Other** - Select this option when the motorist or occupant is seated in another seat not listed in the options above.

**99 - Unknown** - Select this option when the seat for this motorist or occupant is not known.

### OTHER LOCATION

#### OTHER LOCATION

00 - No Other Location

01 - Sleeper Section of Cab (Truck)

02 - Other Enclosed Cargo Area

03 - Unenclosed Cargo Area

04 - Trailing Unit

05 - Riding on Motor Vehicle Exterior  
(Non-Trailing Unit)

97 - Not Applicable

99 - Unknown



**00 – No Other Location** - Select this option when the seating location for this person has already been identified by a ROW and SEAT location and none of the other options listed in this field apply.

**01 - Sleeper Section of Cab (Truck)** – Select this option if the motorist's or occupant's vehicle is a medium or heavy truck and has a cab sleeper, and this person is in the sleeper section at the time of the crash.

**02 - Other Enclosed Cargo Area** – Select this option when the motorist or occupant is in an enclosed area where no defined seating exists or using a fold-down type seat in its folded-down position. This option may also be used for bus or railway vehicle passengers or occupants in undetermined seating (not driver).

**03 - Unenclosed Cargo Area** - when a motorist or an occupant is in an unenclosed area where no defined seating exists or using a fold-down type seat in its folded-down position. Examples include passenger riding in an open pickup bed, top of open double-decker bus, etc.

**04 - Trailing Unit** - is used when a motorist or an occupant is in or on a trailing unit.

**05 - Riding on Motor Vehicle Exterior (Non-Trailing Unit)** - is used when an occupant is riding on a fender, the boot of a convertible, etc.

**97 - Not Applicable** - Select this option ONLY when this person is a pedestrian, bicyclist, other cyclist, a person on personal conveyance, person in/on building or an unknown type of non-motorist. In other words, ONLY select this option when the person is NOT a motorist (person types 01, 02, 09), occupant of a motor vehicle not in-transport (person type 03), or occupant of a non-motor vehicle transport device (person type 04).

Also select this option if this person is riding an animal; is an injured person in a railway train etc. where a seat within a non-motor vehicle transport device cannot be determined.

**99 - Unknown** – Select this option when the location within the vehicle for this motorist or occupant is not known.

Also select this option when the SEAT and ROW fields are set to **99 - Unknown**.

## FIELD 155 – AIRBAG DEPLOYED

AIRBAG DEPLOYED
00 - Not Deployed
01 - Deployed – Front
02 - Deployed – Side (Door, Seatback)
03 - Deployed – Curtain (Roof)
07 - Deployed – Other (Knee, Air Belt, etc.)
08 - Deployed – Combination
09 - Deployment – Unk. Location
28 - Switched Off
97 - Not Applicable
99 - Deployment Unknown

This field is used to record air bag availability and deployment for this person. Fill out this field regardless of the motor vehicle's Body Type or the age of the motor vehicle. This field only applies to factory-installed airbags.

**00 - Not Deployed** - select this option when the vehicle is equipped with an air bag (air bags) for this motorist's or occupant's position, but it (they) did not deploy in this crash.

**01 - Not Airbags Available** – Select this option when there was no air bag available for this person.

**02 - Deployed-Front, 03 - Deployed-Side (Door, Seatback), 04 - Deployed-Curtain (Roof), 07 - Deployed-Other (Knee, Air Belt, etc.), 08 - Deployed-Combination, and 09 - Deployment-Unk. Location** can be used only if an air bag deployed for this motorist's or occupant's seat position (not for others in the vehicle.) There may be multiple air bags available for this motorist's or occupant's seat position.

**02 - Deployed-Front, 03 - Deployed-Side (Door, Seatback) and 04 - Deployed - Curtain (Roof)** can be selected when at least one air bag deployed for this person from only one of these directions.

**08 - Deployed - Combination** - Select this option if air bags deployed from more than one direction (e.g., SIDE and FRONT) for this seat position.

**09 - Deployment – Unk. Location** – Select this option if an air bag did deploy for this person, but the origin of the air bag is not known.

**28 - Switched Off** – Select this option if any air bag for this motorist's or occupant's position was **manually** switched off and did not deploy. This option takes precedence over all other codes for this seating position.

**97 - Not Applicable** – Select this option **ONLY** if:

- this person is an occupant of a non-motor vehicle transport device that is not expected to have airbags (ridden animal, railway train, etc.),
- or this person is a pedestrian, bicyclist, other cyclist, person on personal conveyance, person in/on building, or an unknown type of non-motorist.

**99 - Deployment Unknown** – Select this option when the deployment of an air bag is unknown.

## FIELD 156 – EJECTION

EJECTION	
00 - Not Ejected	<input type="text"/>
01 - Totally Ejected	
02 - Partially Ejected	
97 - Not Applicable	
99 - Unknown if Ejected	

Ejection refers to motorists or occupants being totally or partially thrown from the vehicle (including the bed of pickup trucks) during the course of the crash. This includes occupants of jeeps, go carts, snowmobiles, three- or four-wheel ATVs. **Note: This field excludes people on motorcycles.**

Partial ejection refers to those instances where some part but not all of a motorist's or occupant's body is, at some time during the crash sequence, outside the occupant compartment.

**00 - Not Ejected** - Use this option if the motorist or occupant was not ejected. Use this option for motorists of a hit-and-run vehicle, unless ejection occurred.

**01 - Totally Ejected** can be used when the motorist's or occupant's body is entirely outside the vehicle but may be in contact with the vehicle. This includes motorists or occupants who are not initially in the seating compartment of the vehicle (e.g., pickup beds, boot of a convertible and persons riding on open tailgates).

**02 - Partially Ejected** refers to those instances where some part but not all of a motorist's or occupant's body is, at some time during the crash sequence, outside the occupant compartment. This does not apply to motorists or occupants who are not initially in the seating compartment of the vehicle (e.g., pickup beds, boot of a convertible and persons riding on open tailgates), since any ejection for them is **01 - Totally Ejected**.

**97 - Not Applicable** - Select this option **ONLY** if this person is a pedestrian, bicyclist, other cyclist, person on personal conveyance, person in/on building, or an unknown type of non-motorist when ejection is not applicable.

Also select this option when this person is a person on a **motorcycle**.

Enter **99 - Unknown if Ejected** when it is unknown if the motorist or occupant was ejected.

### FIELD 157 – EJECTION PATH

EJECTION PATH	
00 - Not Ejected	06 - Through Roof Opening (Sun-Roof, Convertible Top Down)
01 - Through Side Door Opening	07 - Through Roof (Convertible Top Up)
02 - Through Side Window	97 - Not Applicable
03 - Through Windshield	98 - Other Path (e.g. Back of Pick-Up Truck)
04 - Through Back Window	99 - Unknown / Unknown Path
05 - Through Back Door / Tailgate Opening	

Select the motorist's or occupant's ejection path.

If **00 – Not Ejected** was selected in the previous field (**EJECTION**) make sure to select the option **00 – Not Ejected** in this field.

**97 - Not Applicable** - Select this option ONLY if this person is a pedestrian, bicyclist, other cyclist, person on personal conveyance, person in/on building, or an unknown type of non-motorist when ejection and ejection path are not applicable.

Also select this option when this person is a person on a **motorcycle**.

### FIELD 158 – EXTRICATION

EXTRICATION			
00 - Not Extricated	01 - Extricated	97 - Not Applicable	99 - Unknown

Indicate if the motorist or occupant was extricated.

Extrication refers to the use of equipment or other force to remove persons from vehicles; (e.g., more than just lifting or carrying person out of wreckage.)

This field is not applicable to motorcycle riders or to non-motorists.

**00 – Not Extricated** – Select this option when this person was not extricated.

**01 – Extricated** – Select this option when this person was extricated.

**97 – Not Applicable** - Select this option ONLY when this person is a pedestrian, bicyclist, other cyclist, a person on personal conveyance, or an unknown type of non-motorist where extrication would not be applicable.

Also select this option when this person is a person on a **motorcycle**.

**99 - Unknown** – Select this option when it is unknown if this person was extricated.

## FIELD 159 – COLLISION WITH MOTOR VEHICLE UNIT #

COLLISION WITH MOTOR VEHICLE UNIT #	<input type="text"/>
--	----------------------

Enter the motor vehicle unit number that collided with this non-motorist.

This data element captures the ***in-transport*** vehicle that made contact with this non-motorist. This only applies to those non-motorists who are not occupants of a motor vehicle. ***If a non-motorist is contacted by a parked or working motor vehicle that was propelled by an in-transport vehicle, enter the vehicle number of the in-transport vehicle.***

In cases where more than one vehicle makes contact with a non-occupant, enter the number of the vehicle that caused the most significant injury. If uncertain, enter the number of the vehicle that made contact first.

Enter **UNK** if it is unknown which vehicle struck the non-motorist.

Enter **N/A** if this person is:

- 01 – Driver of a Motor Vehicle In-Transport or
- 02 – Passenger or a Motor Vehicle In-Transport or
- 09 – Unknown Person Type in a Motor Vehicle In-Transport or
- 03 – Occupant of a Motor Vehicle Not In-Transport

## FIELD 160 – DIRECTION OF TRAVEL

DIRECTION OF TRAVEL		04 - Not on Roadway	<input type="text"/>
00 - Northbound	02 - Eastbound	97 - Not Applicable	
01 - Southbound	03 - Westbound	99 - Unknown	

Select the general direction of the non-motorist on the roadway prior to the crash. However, on state and federal roads which have a designated direction enter this designated direction. For example, the direction of a state designated north-south highway must be either northbound or southbound even though a non-motorist may have been traveling due east as a result of a short segment of the highway having an east-west orientation.

**04 - Not on Roadway** should only be selected when this non-motorist was not on the roadway at the time of the crash.

**97 - Not Applicable** can **ONLY** be used when this person is a 01 - Driver of a Motor Vehicle In-Transport, 02 - Passenger of a Motor Vehicle In-Transport, 09 - Unknown



Person Type in a Motor Vehicle In-Transport or an 03 - Occupant of a Motor Vehicle Not In-Transport.

**99 - Unknown** would be used when it cannot be determined if this non-motorist was on the roadway at the time of the crash.

## FIELD 161 – TRAFFIC CONTROL DEVICE TYPE

TRAFFIC CONTROL DEVICE TYPE	
00 - No Controls	21 - Yield Sign
01 - Traffic Control Signal (On Colors) without Pedestrian Signal	23 - School Zone Sign/Device
02 - Traffic Control Signal (On Colors) with Pedestrian Signal	28 - Other Regulatory Sign
03 - Traffic Control Signal (On Colors) not Known Whether or not Pedestrian Signal	29 - Unk Regulatory Sign
04 - Flashing Traffic Control Signal	40 - Warning Sign
07 - Lane Use Control Signal	50 - Person (Flagger, Law Enforcement, Crossing Guard, etc.)
08 - Other Highway Traffic Signal	65 - Railway Crossing Device
09 - Unknown Highway Traffic Signal	97 - Not Applicable
20 - Stop Sign	98 - Other
	99 - Unknown

Select the option which best describes the traffic controls in the non-motorist's environment just prior to this non-motorist's critical pre-crash event. The roadway used for selecting an option for this field is the one this non-motorist departed from if it is off the roadway just prior to its critical pre-crash event. If this non-motorist is in a junction just prior to its critical pre-crash event, this field selection should be based on the roadway this non-motorist was on before entering the junction. Select the option if it directly matches.

Make a selection in this field whether the device was functioning or not. If more than one device was present, select the highest device (lowest number on list) most related to the crash. There are two exceptions:

1. One exception is **50 – Person (Flagger, Law Enforcement, Crossing Guard, etc.)** This option takes precedence over the entire list.
2. *The other exception is a 28 – Other Regulatory Sign. You may have a 28 – Other Regulatory Sign along with another Traffic Control Device (for example, a Warning Sign for a dangerous condition in which the Warning Sign is more relevant in the crash). In this case, the 40 - Warning Sign is more appropriate to select.*

**00 - No Controls** – Select this option if, at the time of the crash, there was no intent to control (regulate or warn) the non-motorist traffic. Use this option if statutory controls apply (e.g., state law requires that when two **vehicles** meet at an uncontrolled intersection, the one on the right has the right-of-way).

When a traffic control is deactivated (e.g., traffic signal that emits no signals) during certain times of the day and was deactivated at the time of the crash, select **00 - No Controls**. It is also appropriate to select this option when a traffic control has just been installed but not yet activated.

**01 - Traffic Control Signal (On Colors) without Pedestrian Signal** - refers to any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow, and green. This traffic control signal does not have a pedestrian control signal. The source of actuation is of no concern.

**02 - Traffic Control Signal (On Colors) with Pedestrian Signal** - refers to any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow, and green. This traffic control signal does have a pedestrian control signal. The source of actuation is of no concern.

**03 - Traffic Control Signal (On Colors) not Known Whether or not Pedestrian Signal** – any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow, and green. It is unknown if this traffic control signal has a pedestrian control signal. The source of actuation is of no concern.

**04 - Flashing Traffic Control Signal** - usually has a single colored head and flashes. Select this option if it is a Highway Traffic Signal that is flashing. This includes a flashing beacon. If a flashing red beacon appears with a stop sign, use this option.

Guide signs do not constitute traffic controls.

You may have a Regulatory Sign along with another Traffic Control Device (for example, a Warning Sign for a dangerous condition in which the Warning Sign is more relevant in the crash). In this case, the Warning Sign is more appropriate to select.

Judgment must be applied with regard to the proximity of the device to the crash. Typical signs which create such problems are:

- Speed limit signs where a party to the crash may be speeding
- “Do Not Pass” signs where a no passing zone extends for miles but is only marked at the beginning of the zone
- Pedestrians Prohibited signs at entrances to freeways but a pedestrian crash occurs on the freeway between interchanges
- And other such signs which may pertain to a significant length of road.

In these instances, if the crash occurs within reasonably close proximity of the sign and the sign type is relevant to the crash then it may be appropriate to select the sign.

Generally, the appropriate option should be used if a party to the crash failed to obey the sign, was in a position to be controlled by the sign, or the sign has some relationship to the crash. For example, for a crash at a four-way stop intersection where a driver fails to stop at the stop sign and collides with another vehicle, select the option **20 - Stop Sign**. Conversely, at the same intersection, a driver on an approach not controlled by a stop sign loses control and strikes a utility pole. In this case, **20 - Stop Sign** would not be appropriate.

Pavement markings are not considered traffic control devices.

**07 - Lane Use Control Signal** - is for permanent lane control electronic devices (e.g., overhead lights or “X” indicating lane open or closed for rush hour lanes, bridges or at tollbooths).

**08 - Other Highway Traffic Signal** - should be selected for traffic signals that are not covered in the previous options. Use this option when a School Bus uses flashing lights to control traffic around the bus, regardless of any additional signs the school bus uses. For example, a school bus uses flashing lights and a stop sign on an arm to stop traffic around the school bus. This should only be used if the crash occurred during the time the sign was in effect.

**09 - Unknown Highway Traffic Signal** – select this option when the highway traffic signal is unknown at the time of crash.

**20 - Stop Sign** - is a traffic sign used to control vehicular traffic, usually erected at road junctions, that instructs drivers to stop and then to proceed only if the way ahead is clear.

**21 - Yield Sign** - indicates that a vehicle driver must slow down and prepare to stop if necessary usually while merging into traffic on another road but need not stop if the way is clear.

**23 - School Zone Sign/Device** - is used when the first harmful event occurred during the time the sign was in effect. If the sign was in effect, it does not matter whether or not children were present. Some **23 - School Zone Signs/Devices** can be flashing, if this is the case, use this option before using **04 - Flashing Traffic Control Signal**.

**28 - Other Regulatory Sign** - Regulatory signs inform highway users of traffic laws or regulations and indicate the applicability of legal requirements that would not otherwise be apparent.

Examples of Regulatory Signs other than **20 - Stop Sign** or **21 - Yield Sign** are:

- Speed Limit
- Turn Prohibition
- Do Not Pass
- Do Not Enter
- Wrong-way
- One-way
- Road Closed
- Hazardous Cargo

**29 – Unk. Regulatory Sign** – Select this option when the regulatory sign was unknown at the time of crash.

**40 - Warning Sign** - is used when it is deemed necessary to warn traffic of existing or potentially hazardous conditions on or adjacent to a highway or street.

***Examples of Warning Signs:***

- *Work/Construction Zone related signs (Lane Shift, Uneven Surface, Workers Ahead, etc.)*
- *Changes in Horizontal Alignment signs (Hill, Curve, etc.),*
- *Road Narrows,*
- *Divided Road/Divided Road Ends,*
- *Low Clearance,*
- *Road Surface Condition signs (Bump, Slippery When Wet, etc.),*
- *Traffic Flow signs (Merge, Two-way Traffic, No Passing Zone etc.),*
- *This includes electronic warning signs such as portable signs, (e.g., attached to a vehicle), or stationary devices,*
- *Flashing lights on an approaching train.*

**50 – Person (Flagger, Law Enforcement, Crossing Guard, etc.)** - is someone, (e.g., police officer, crossing guard, flagman or officially designated person), that is in the act of controlling both vehicular and pedestrian traffic.

**65 - Railway Crossing Device** - is used to control or warn vehicular traffic at a railway crossing.

**Examples:**

- Flashing Lights
- Wigwags
- Bells
- Cross Bucks

**97 - Not Applicable** can **ONLY** be used when this person is a 01 - Driver of a Motor Vehicle In-Transport, 02 - Passenger of a Motor Vehicle In-Transport, 09 - Unknown Person Type in a Motor Vehicle In-Transport or an 03 - Occupant of a Motor Vehicle Not In-Transport.

**98 - Other** - includes: any other device, which functions as a traffic control device which is not listed as an option of this field. Some examples are: barricades, cones, drums and object markers.

**99 - Unknown** – Select this option if the traffic control device for this non-motorist at the time of crash was not known.

**FIELD 162 – ACTION(S) / CIRCUMSTANCE PRIOR TO CRASH**

ACTION(S) / CIRCUMSTANCE(S) PRIOR TO CRASH <i>(up to 2 choices)</i>	
00 - None	08 - Adjacent to Roadway (e.g., Shoulder, Median)
01 - Waiting to Cross Roadway	09 - Working in Trafficway (Incident Response)
02 - Crossing Roadway	10 - Entering/Exiting a Vehicle
03 - Jogging/Running	11 - Disabled Vehicle Related (Working on, Pushing, Leaving/Approaching)
04 - Movement Along Roadway with Traffic (In or Adjacent to Travel Lane)	97 - Not Applicable
05 - Movement Along Roadway Against Traffic (In or Adjacent to Travel Lane)	98 - Other
06 - Movement on Sidewalk	99 - Unknown
07 - In Roadway - Other	

Indicate the action(s) or circumstance(s) of the non-motorist immediately prior to their involvement in the crash.

**00 - None** - Select this option when the non-motorist did not have any actions or circumstances prior to the crash.

**01 - Waiting to Cross Roadway** - Select this option if the non-motorist was near the curb or the roadway edge waiting to cross a roadway anywhere along the roadway.

**02 - Crossing Roadway** – Select this option if the non-motorist was moving across the travel lanes with the goal of crossing the roadway.

**03 - Jogging/Running** – Select this option if the pedestrian was running or jogging.

**04 - Movement Along Roadway with Traffic [In or Adjacent to Travel Lane]** – Select this option if the non-motorist was not on a sidewalk and was moving in the same direction of traffic, either in the travel lane or adjacent to it.

**05 - Movement Along Roadway Against Traffic [In or Adjacent to Travel Lane]** - Select this option if the non-motorist was not on a sidewalk and was moving in the opposite direction of traffic (facing oncoming vehicles), either in the travel lane or adjacent to it.

**06 - Movement on Sidewalk** - Select this option if the non-motorist was moving (not standing) on the sidewalk.

**07 - In Roadway - Other [Working, Playing, Etc.]** - Select this option if the non-motorist was in the roadway but not crossing it. Examples include conducting maintenance, playing in the roadway, or lying in the roadway.

**08 - Adjacent to Roadway [e.g., Shoulder, Median]** - Select this option if the non-motorist was in an area immediately adjacent to the roadway, such as a median or a shoulder, but not a sidewalk.

**09 - Working in Trafficway [Incident Response]** - Select this option if the non-motorist was in the roadway as part of an official response to an incident, such as a firefighter moving between an emergency vehicle and a crash involved vehicle.

**10 - Entering/Exiting a Vehicle** - Select this option if this person was in the act of entering or had just exited a motor vehicle.

**11 - Disabled Vehicle Related [Working on, Pushing, Leaving/Approaching]** – Select this option if this person was outside of a disabled vehicle for any of a number of reasons, including working on it, pushing it, leaving it, or approaching it.

**97 - Not Applicable** – can **ONLY** be used when this person is a 01 - Driver of a Motor Vehicle In-Transport, 02 - Passenger of a Motor Vehicle In-Transport, 09 - Unknown Person Type in a Motor Vehicle In-Transport or an 03 - Occupant of a Motor Vehicle Not In-Transport.

**98 - Other** – Select this option if the actions or circumstances do not reflect any of the listed options for this field.

**99 - Unknown** – Select this option if the actions or circumstances prior to the crash for this non-motorist are not known.

## FIELD 163 – GOING TO OR FROM SCHOOL (K-12)

GOING TO OR FROM SCHOOL (K-12)				<input type="checkbox"/>
00 - No	01 - Yes	97 - Not Applicable	99 - Unknown	

Indicate whether the non-motorist was walking / cycling to/from school. Includes person ages 5-18 or an adult supervising persons age 5 - 18 going to or from a school for any reason. Examples are going to a school dance, sports practice, or extracurricular activities.

This field only applies to person types 05 - Pedestrian, 06 - Bicyclist, 07 - Other Cyclist, 08 - Person on Personal Conveyance, 10 - Person in/on Building, 19 - Unknown Type of Non-Motorist.

Select **97 – Not Applicable** ONLY when this person is a 01 - Driver of a Motor Vehicle In-Transport, 02 - Passenger of a Motor Vehicle In-Transport, 09 - Unknown Person Type in a Motor Vehicle In-Transport or an 03 - Occupant of a Motor Vehicle Not In-Transport.

**FIELD 164 – LOCATION AT TIME OF CRASH**

LOCATION AT TIME OF CRASH			
01 - Intersection - In Marked Crosswalk	11 - Non-Intersection - On Roadway, Not in Available Marked Crosswalk	14 - Parking Lane / Zone	24 - Shared-Use Path/Trail
02 - Intersection - Unmarked Crosswalk	12 - Non-Intersection - On Roadway, Marked Crosswalk Unavailable	16 - Bicycle Lane	25 - Non-Trafficway Area
03 - Intersection - Not In Crosswalk	13 - Non-Intersection - On Roadway, Crosswalk Availability Unknown	20 - Shoulder/Roadside	96 - Travel Lane - Other Location
09 - Intersection - Unknown Location		21 - Sidewalk	97 - Not Applicable
10 - Non-Intersection - In Marked Crosswalk		22 - Median/Crossing Island	98 - Other
		23 - Driveway Access	99 - Unknown Location

Select the location of the non-motorist (pedestrian, bicyclist etc.) with respect to the roadway at the time of the crash.

**Crosswalk** is (1) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway, and in the absence of a sidewalk on one side of the highway, that part of the highway included within the extension of the lateral line of the existing sidewalk to the side of the highway without the sidewalk, with such extension forming a right angle to the centerline of the highway; or (2) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

**Intersection** is an area that (1) contains a crossing or connection of two or more roadways not classified as driveway access (2) is embraced within the prolongation of the lateral curb lines, or, if none, the lateral boundary lines of the roadways.

**01 - Intersection - In Marked Crosswalk** - Is that portion of a roadway at an intersection that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway. This does not include crosswalks located in mid-blocks.

**02 - Intersection - Unmarked Crosswalk** - Is that portion of the roadway at an intersection outside of the lateral lines that connect the curbs.

**03 - Intersection - Not In Crosswalk** - Refers to a person in a travel lane that is not using an available crosswalk or there is not a crosswalk at this location.

**09 - Intersection - Unknown Location** - Is used when a person is known to be at an intersection, but there are insufficient details to establish the location.

**10 - Non-Intersection - In Marked Crosswalk** - Is used when a person is in the portion of the roadway, not at an intersection, that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

**11 - Non-Intersection - On Roadway, Not in Available Marked Crosswalk** - Refers to a person in a travel lane that is not using an available marked crosswalk.

**12 - Non-Intersection - On Roadway, Marked Crosswalk Unavailable** - Refers to a person in a travel lane and there is not a crosswalk at this location.

**13 - Non-Intersection - On Roadway, Crosswalk Availability Unknown** - Is used when it cannot be determined if a crosswalk was available.

**14 - Parking Lane / Zone** - Refers to a person in an area on the roadway, or next to the roadway, on which parking is permitted in marked or unmarked spaces. This includes curbside and edge of roadway parking (for example, legal residential parking, city-street parking, etc.). Sometimes a strip of roadway can be designated for parking at certain hours of the day (parking lane) and for regular travel at other hours (travel lane). This option should NOT be used during hours when parking is NOT permitted (see **11 - Non-Intersection-On Roadway, Not in Marked Crosswalk**).

**16 - Bicycle Lane** - Is any road, path or way that is specifically designated as being open to bicycle travel regardless of whether such facilities are designated for the exclusive use of bicycles (Dedicated Bike Lane).

**20 - Shoulder/Roadside** - Shoulder is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped motor vehicles, and lateral support of the roadway structure. Roadside is the outermost part of the trafficway from the property line or other boundary in to the edge of the first road. ***For persons on a sidewalk on the roadside select 21 - Sidewalk.***

**21 - Sidewalk** - Is any improved surface primarily constructed for use by pedestrians. ***Do not select this option for sidewalks within a 23 - Driveway Access, 22 - Median/Crossing Island, 25 - Non-Trafficway Area.***

**22 - Median/Crossing Island** - Median is an area of trafficway between parallel roads separating travel in opposite directions. Medians may be depressed, raised or flush. Flush medians can be as little as 4-feet wide between roadway edge lines. Painted roadway edge lines four (4) or more feet wide denote medians. Medians of lesser width must have a barrier to be considered a median.

Crossing Island is a cement or grassy area in the middle of a trafficway.

**23 - Driveway Access** - Is a portion of the trafficway at the end of a driveway providing access to property adjacent to a trafficway.

**24 - Shared-Use Path/Trail** - Is a bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or an independent right-of-way. Shared-Use Paths will also be used by pedestrians, skaters, wheelchairs, joggers and other non-motorized users.

**25 - Non-Trafficway Area** - Select this option when the non-motorist is not physically located on any land open to the public, as a matter of right or custom, for moving persons or property from one place to another. For example: a person in a parking lot, a yard, or in a house.

**96 - Travel Lane – Other Location** – needs definition from Joanna (this is a MMUCC3 option).



**97 - Not Applicable** – Select this option ONLY when this person is a 01 - Driver of a Motor Vehicle In-Transport, 02 - Passenger of a Motor Vehicle In-Transport, 09 - Unknown Person Type in a Motor Vehicle In-Transport or an 03 - Occupant of a Motor Vehicle Not In-Transport.

**98 - Other** - Use this option when the location of the non-motorist does not reflect any of the listed options for this field.

**99 - Unknown Location** - Select this option when the location of the non-motorist is unknown at the time of the crash.

**Alaska Motor Vehicle Collision Report Form. 12-200 Instruction Manual**

**Charges for this Crash – Field Definitions**

## **CHARGES FOR THIS CRASH – FIELD DEFINITIONS**

### **FIELD 165 – PERSON #**

PERSON # \_\_\_\_\_

Enter the number of the person that received the charge.

### **FIELD 166 – CITATION ISSUED**

CITATION ISSUED ☐

Check this box only if a citation was issued for this charge.

### **FIELD 167 – CITATION NUMBER**

CITATION NUMBER  
\_\_\_\_\_

If a citation was issued for this charge then you must enter the citation number in this field. If no citation was issued then leave this field blank.

(Example: PALTE000007620185)

### **FIELD 168 – CHARGE (STATUTE ORDINANCE CITE)**

CHARGE (STATUTE OR ORDINANCE CITE)  
\_\_\_\_\_

Enter the statute, regulation, or ordinance number for which the ticket was issued or arrest was made.

(Example: 13AAC02.130(b))

### **FIELD 169 – CHARGE DESCRIPTION**

CHARGE DESCRIPTION  
\_\_\_\_\_

Enter a brief description of the charge.

(Example: Failure to Yield After Stopping Or At Yield Sign)

**Alaska Motor Vehicle Collision Report Form. 12-200 Instruction Manual**

**Witnesses to this Crash – Field Definitions**

**WITNESSES TO THIS CRASH – FIELD DEFINITIONS****FIELD 170 – FULL NAME**FULL NAME (Last, First, Middle, Suffix)  
\_\_\_\_\_

Enter the name of the witness. The name must be printed legibly in the following order: last name, first name, middle initial, and suffix.

**FIELD 171 – SEX**

SEX  
01 - Male 02 - Female 99 - Unk.

Indicate the gender of the witness.

**FIELD 172 – OL / DL #**OL / DL #  
\_\_\_\_\_

This space is used to record the witness's license number or state identification number. Enter the number exactly as it appears on the license or identification card.

Enter **00000000000000000000** if the witness does not have an OL /DL.

Enter **99999999999999999999** if the witness' OL / DL # is unknown.

If the witness has an out of state driver's license or no identification, you need to obtain an APSIN ID number and document it in the APSIN ID # field.

**FIELD 173 – STATE**STATE  
\_\_\_\_\_

Enter the two letter code of the geographic or political entity that issued the witness's driver license or state identification card. Includes the States of the United States (including the District of Columbia and outlying areas), Indian Nations, U.S. Government, Canadian Provinces, and Mexican States (including the Distrito Federal), as well as other jurisdictions.

Enter **NO** if this witness does not have an OL/DL or when this witness' OL/ DL is unknown.

**FIELD 174 – DOB**DOB  
\_\_\_\_\_

Indicate the witness' date of birth (DOB). The DOB should be recorded as month, day and year. (Example: 01/01/2001)

**FIELD 175 – PHYSICAL ADDRESS**

PHYSICAL ADDRESS

Enter the witness's physical street including the house number, apartment number, and street name.

**FIELD 176 – CITY**

CITY

Enter the witness' physical city.

**FIELD 177 – STATE**

STATE

Enter the witness' physical state.

**FIELD 178 – ZIP**

ZIP

Enter the witness' physical zip code.

**FIELD 179 – CONTACT PHONE**

CONTACT PHONE

Enter the witness' best daytime contact phone number, including the area code if outside the State of Alaska. (Example: 503-000-0000)

**FIELD 180 – APSIN ID #**

APSIN ID #

Enter the APSIN ID # for this witness. This field is required when the witness does not have an OL / DL or he/she has an out-of-state OL / DL.

**Alaska Motor Vehicle Collision Report Form. 12-200 Instruction Manual**

**Attachment / Image – Field Definitions**

**(Only available electronically)**

**ATTACHMENT / IMAGE – FIELD DEFINITIONS**

**FIELD 181 – ATTACHMENT / IMAGE**

Attach any images of the collision.

ATTACHMENT / IMAGE #

--

**FIELD 182 – ATTACHMENT DESCRIPTION**

Enter a short description of the image attached to the collision report.

Attachment Description

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## **APPENDIX A - 12-200 Paper Report**

## Appendix A

## ALASKA MOTOR VEHICLE COLLISION REPORT

SR #: 1

INCIDENT/CASE # 2

## OFFICER / AGENCY INFORMATION

OFFICER NAME 3 OFFICER PERM ID 4 AGENCY 5 REVIEWING OFFICER PERM ID 6 REVIEW DATE 7

## CRASH INFORMATION - (One choice per field unless otherwise noted - "Other" should be explained in narrative)

LAW ENFORCEMENT USE ONLY <u>8</u>		CRASH DATE <u>9</u>		CRASH DAY <u>10</u> <input type="radio"/> Mo <input type="radio"/> Tue <input type="radio"/> Wed <input type="radio"/> Thu <input type="radio"/> Fri <input type="radio"/> Sat <input type="radio"/> Su		CRASH TIME UNKNOWN <u>11</u>	CRASH TIME <u>12</u>
CRASH LOCATION <u>13</u> LAT / LONG N: <u>0</u> ' <u>"</u> W: <u>0</u> ' <u>"</u>				CRASH CLASSIFICATION			
CRASH CITY / PLACE <u>15</u>		COUNTY / BOROUGH <u>16</u>		Property: 01 - Public Property <input type="checkbox"/> 02 - Private Property <input type="checkbox"/> 99 - Unknown <input type="checkbox"/>		Location: 01 - Trafficway, on Road <input type="checkbox"/> 02 - Trafficway, not on Road <input type="checkbox"/> 03 - Non-Trafficway In Parking Lot <input type="checkbox"/> <u>14</u>	
ON STREET OR HIGHWAY <u>17</u>		DISTANCE <u>18</u>		MEASUREMENT <input type="checkbox"/> FT - Feet MI - Miles IN - At Intersection <u>19</u>		DIRECTION <u>20</u> 01 - N 05 - NE 02 - E 06 - NW 03 - S 07 - SE 04 - W 08 - SW 97 - N/A 99 - Unknown	
FROM INTERSECTION WITH STREET/ NEAREST STREET, BRIDGE, etc. <u>21</u>							
PHOTOS TAKEN <input type="checkbox"/>		NON-VEHICULAR PROPERTY DAMAGE <input type="checkbox"/>		MOST CONTRIBUTING UNIT KNOWN <input type="checkbox"/>		TOTAL <u>25</u> WITNESSES <input type="checkbox"/>	
00 - No 01 - Yes <u>22</u>		00 - No 01 - Yes 99 - Unknown <u>23</u>		00 - No 01 - Yes <u>24</u>			
TOTAL <u>26</u> MOTORIZED UNITS <input type="checkbox"/>		TOTAL <u>27</u> NON-MOTORIZED UNITS <input type="checkbox"/>		TOTAL MOTORISTS <u>28</u> <input type="checkbox"/>		TOTAL NON-MOTORISTS <u>29</u> <input type="checkbox"/>	
(person types* 01, 02, 09)		(person types* 03, 04, 05, 06, 07, 08, 10, 19)					
FIRST HARMFUL EVENT				Collision with Fixed Object: <u>30</u>			
Non-Collision: 01 - Overtum/Rollover 02 - Fire/Explosion 03 - Immersion, Full or Partial 04 - Gas Inhalation 05 - Fell/Jumped from Vehicle 06 - Injured in Vehicle (Non-Collision) 07 - Thrown or Falling Object 08 - Other Non-Collision 44 - Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.) 51 - Jackknife 72 - Cargo/Equipment Loss or Shift				Collision with Motor Vehicle In-Transport: 12 - Motor Vehicle In-Transport 54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport 55 - Motor Vehicle In Motion Outside the Trafficway Collision with Non-Fixed Object: 08 - Pedestrian 09 - Pedalcycle 10 - Railway Vehicle 11 - Live Animal 14 - Parked Motor Vehicle 15 - Non-Motorist on Personal Conveyance 18 - Other Object (Not Fixed) 45 - Working Motor Vehicle 49 - Ridden Animal or Animal Drawn Conveyance			
17 - Boulder 19 - Building 20 - Impact Attenuator/Crash Cushion 21 - Bridge Pier or Support 23 - Bridge Rail (Includes Parapet) 24 - Guardrail Face 25 - Concrete Traffic Barrier 28 - Other Traffic Barrier 30 - Utility Pole/Light Support 31 - Other Post, Other Pole or Other Support 32 - Culvert 33 - Curb 34 - Ditch 35 - Embankment 38 - Fence				39 - Wall 40 - Fire Hydrant 41 - Shrubbery 42 - Tree (Standing Object) 43 - Other Fixed Object 46 - Traffic Signal Support 48 - Snow Bank 50 - Bridge Overhead Structure 52 - Guardrail End 53 - Mail Box 57 - Cable Barrier 58 - Ground 59 - Traffic Sign Support 99 - Unknown			
LOCATION OF FIRST HARMFUL EVENT RELATIVE TO TRAFFICWAY <input type="checkbox"/>				MANNER OF COLLISION IMPACT <input type="checkbox"/>			
01 - On Roadway 05 - Outside Trafficway 10 - Separator 02 - On Shoulder 06 - Off Roadway - Location Unknown 11 - Continuous Left-Turn Lane 03 - On Median 07 - In Parking Lane/Zone 99 - Unknown 04 - On Roadside 08 - Gore				00 - Not a Collision with a Motor Vehicle In-Transport 01 - Front-to-Rear 02 - Front-to-Front 06 - Angle 07 - Sideswipe-Same Direction 08 - Sideswipe-Opposite Direction 09 - Rear-to-Side 10 - Rear-to-Rear 99 - Other			
00 - Unknown				99 - Unknown <u>32</u>			
WEATHER (must have 2 choices)		LIGHT CONDITION		ROADWAY SURFACE CONDITION		CONTRIBUTING CIRCUMSTANCE(S), ENVIRONMENT CONDITION(S)	
00 - No Additional Atmospheric Conditions 01 - Clear 02 - Rain 03 - Sleet or Hail 04 - Snow 05 - Fog, Smog, Smoke 06 - Severe Crosswinds 07 - Blowing Sand, Soil, Dirt 10 - Cloudy 11 - Blowing Snow 12 - Freezing Rain or Freezing Drizzle 98 - Other 99 - Unknown		01 - Daylight 02 - Dark-Not Lighted 03 - Dark-Light 04 - Dawn 05 - Dusk 06 - Dark-Unknown Lighting 98 - Other 99 - Unknown		00 - Non-Trafficway Area 01 - Dry 02 - Wet 03 - Snow 04 - Ice/Frost 05 - Sand 06 - Water (Standing, Moving) 07 - Oil 10 - Slush 11 - Mud, Dirt, Gravel 98 - Other 99 - Unknown		(up to 3 choices) 00 - None 01 - Weather Conditions 02 - Visual Obstruction(s) 03 - Glare 04 - Animal(s) in Roadway 98 - Other 99 - Unknown	
00 - Unknown		00 - Unknown		00 - Unknown		00 - Unknown	
<u>33</u>		<u>34</u>		<u>35</u>		<u>36</u>	
RELATION TO JUNCTION <u>37</u>		INTERSECTION TYPE <u>38</u>		SCHOOL BUS RELATED <input type="checkbox"/>			
WITHIN INTERCHANGE AREA 00 - No 01 - Yes 99 - Unknown		01 - Not at Intersection 02 - Four-Way Intersection 03 - T-Intersection 04 - Y-Intersection 05 - L-Intersection 06 - Roundabout 07 - Five-Point, or More 99 - Unknown		00 - No 01 - Yes, School Bus Directly Involved 02 - Yes, School Bus Indirectly Involved 99 - Unknown		<u>39</u>	
SPECIFIC LOCATION <input type="checkbox"/>		WORK ZONE <input type="checkbox"/>		LOCATION OF THE CRASH <input type="checkbox"/>		TYPE OF WORK ZONE <input type="checkbox"/>	
01 - Non-Junction 02 - Intersection 03 - Intersection-Related 04 - Driveway Access 20 - Entrance/Exit Ramp 05 - Entrance/Exit Ramp Related 06 - Railway Grade Crossing 07 - Crossover-Related 08 - Driveway Access Related 16 - Shared-Use Path or Trail 17 - Acceleration/Deceleration Lane 18 - Through Roadway 98 - Other Location not Listed Above Within an Interchange Area (Median, Shoulder or Roadside) 99 - Unknown		00 - None 01 - Construction 02 - Maintenance 03 - Utility 04 - Work Zone, Type Unk		01 - Before the First Work Zone Warning Sign 02 - Advance Warning Area 03 - Transition Area 04 - Activity Area 05 - Termination Area 97 - Not Applicable		01 - Lane Closure 02 - Lane Shift/Crossover 03 - Work on Shoulder or Median 04 - Intermittent or Moving Work 97 - Not Applicable 98 - Other	
		WORKERS PRESENT <input type="checkbox"/>		LAW ENFORCEMENT PRESENT <input type="checkbox"/>		<u>40</u>	
		00 - No 01 - Yes 97 - N/A 99 - Unk.		00 - No 01 - Officer Present 02 - Law Enforcement Vehicle Only Present 97 - Not Applicable			

\* For person types go to the PERSON page

# ALASKA MOTOR VEHICLE COLLISION REPORT

SR #:

INCIDENT/CASE #

CRASH DESCRIPTION

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CRASH DIAGRAM

☐ Check if supplemental diagram

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Page \_\_\_\_ of \_\_\_\_

12-200 Revised 03/15/2012

## Appendix A

## ALASKA MOTOR VEHICLE COLLISION REPORT

SR #:

INCIDENT/CASE #

MOTOR VEHICLE # <input type="text" value="44"/>		MOST CONTRIBUTING UNIT <input type="text" value="45"/>		TOTAL NUMBER OF PEOPLE IN VEHICLE: <input type="text" value="46"/>				
00 - No		01 - Yes						
<b>MOTOR VEHICLE TYPE</b> 01 - Motor Vehicle In-Transport (Inside or Outside the Trafficway) - Within the roadway travel lanes (in motion or stopped) - Anywhere within or outside the trafficway boundaries - in motion 02 - Motor Vehicle Stopped Inside the Trafficway Excluding Roadway - Parked in designated curbside parking lane - Parked in designated curbside parking lane with an open door crossing into the travel lane - Stopped completely on the shoulder, median or roadside 03 - Motor Vehicle Stopped Outside the Trafficway - Parked outside the trafficway - Private construction - outside the trafficway 04 - Working Motor Vehicle (highway construction, maintenance, utility only) - Active construction, maintenance or utility vehicles - Law enforcement vehicle participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence				<b>DRIVER PRESENCE</b> <input type="text" value="47"/> 00 - No Driver Present 01 - Yes 97 - Not Applicable 99 - Unknown				
VIN <input type="text" value="49"/>		LICENSE PLATE # <input type="text" value="50"/>		STATE <input type="text" value="51"/>				
MODEL <input type="text" value="55"/>		MODEL YEAR <input type="text" value="56"/>		REG. YEAR <input type="text" value="52"/>				
		VEHICLE OWNER NAME (Last, First, Middle, Suffix) <input type="text" value="53"/>		MAKE <input type="text" value="54"/>				
MAILING ADDRESS <input type="text" value="58"/>		CITY <input type="text" value="59"/>		STATE <input type="text" value="60"/>				
		ZIP <input type="text" value="61"/>		CONTACT PHONE <input type="text" value="62"/>				
<b>BODY TYPE</b> <table border="0"> <tr> <td> <b>Automobiles:</b>            AM - Ambulance            BZ - Biohazard            CH - Coach            CV - Convertible            CP - Coupe            HT - Hardtop            2T - Hardtop, 2-door            4T - Hardtop, 4-door            HB - Hatchback/Fastback            2H - Hatchback, 2-door            4H - Hatchback, 4-door            AE - Aerial Platform            AJ - Air Compressor            AD - Asphalt Distributor            BH - Backhoe            BK - Backhoe / Loader            BC - Brush Chipper            BD - Bulldozer            CO - Combine            CI - Corn Picker            CK - Cotton Picker            CZ - Cotton Stripper            DE - Detasseling Equipment            FS - Fertilizer Spreader            FD - Field Chopper            FC - Flotation Chassis            FL - Fork Lift            AC - Auto Carrier            TD - Auto Tow Dolly            DY - Auxiliary Dolly            BZ - Biohazard            BT - Boat Trailer            BA - Bulk Agriculture            CL - Cable Reel            CT - Camping            CG - Converter Gear Trailer            SB - Cooking Trailer            DT - Dump Trailer            FB - Flatbed or Platform            LD - Loader            LK - Log Skidder            PV - Paver            PR - Prime Mover            RO - Roller            SZ - Saw            SC - Scraper            SH - Shovel            SO - Snowblower            SI - Stripper            SS - Sweeper            TC - Tractor, Track-type            TF - Tractor, Wheel-type            TH - Trencher            VA - Vacuum Cleaner            WE - Welder            WD - Hydraulic Dump            LF - Lift Boom            LT - Light Tower            of Construction Equipment         </td> <td> <b>Farm &amp; Garden Equipment:</b>            GE - Generator            GD - Grader            HV - Harvester            HL - Hay Bale Loader            HY - Hay Baler            HD - Hydraulic Dump            LF - Lift Broom            LD - Loader            LK - Log Skidder            MO - Mower, Riding or Garden Tractor            MR - Mower-Conditioner            DI - Potato Digger            GN - Grain Trailer            HO - Hopper            HE - Horse Trailer            HS - House Trailer            LV - Law Enforcement            LS - Livestock Rack            LB - Lowboy or Lowbed Trailer            MT - Motorcycle Trailer            PT - Passenger Tram or Trailer            LP - Pole Trailer            RF - Refrigerated Van            SC - Search and Rescue            MK - Minibike            MY - Minicycle            MD - Moped            MB - Motorbike         </td> <td> <b>Trucks:</b>            EB - Enclosed Body, Removable Enclosure            EN - Enclosed Body, Nonremovable Enclosure            MV - Multi-wheel Vehicle            OP - Open Body            3D - 3-Door            4D - 4-Door            AM - Ambulance            AR - Armored Truck            BR - Beverage Rack            BZ - Biohazard            BA - Bulk Agriculture            BU - Bus            TM - Camper (Truck Mount)            LL - Carry-all            CB - Chassis and Cab            CM - Concrete or Transit Mixer            DP - Dump Truck            FT - Fire Truck            FB - Flatbed or Platform            FR - Flatbed Truck            GG - Garbage or Refuse            GN - Grain Rack            GR - Glass Rack            HO - Hopper (Bottom Dump)            LV - Law Enforcement            LF - Lift Boom            LS - Livestock Rack            LG - Log            LW - Lunch Wagon            MH - Motorized Home            PL - Pallet            PK - Pickup            PM - Pickup with Mounted Camper            RF - Refrigerated Van            SQ - Search and Rescue            ST - Stake or Rack            TN - Tanker            TT - Tow Truck / Wrecker            DS - Tractor Truck, Diesel            TR - Tractor Truck, Gasoline            VN - Van            VC - Van Camper            VT - Vanette            WD - Weld Driller         </td> </tr> </table>						<b>Automobiles:</b> AM - Ambulance BZ - Biohazard CH - Coach CV - Convertible CP - Coupe HT - Hardtop 2T - Hardtop, 2-door 4T - Hardtop, 4-door HB - Hatchback/Fastback 2H - Hatchback, 2-door 4H - Hatchback, 4-door AE - Aerial Platform AJ - Air Compressor AD - Asphalt Distributor BH - Backhoe BK - Backhoe / Loader BC - Brush Chipper BD - Bulldozer CO - Combine CI - Corn Picker CK - Cotton Picker CZ - Cotton Stripper DE - Detasseling Equipment FS - Fertilizer Spreader FD - Field Chopper FC - Flotation Chassis FL - Fork Lift AC - Auto Carrier TD - Auto Tow Dolly DY - Auxiliary Dolly BZ - Biohazard BT - Boat Trailer BA - Bulk Agriculture CL - Cable Reel CT - Camping CG - Converter Gear Trailer SB - Cooking Trailer DT - Dump Trailer FB - Flatbed or Platform LD - Loader LK - Log Skidder PV - Paver PR - Prime Mover RO - Roller SZ - Saw SC - Scraper SH - Shovel SO - Snowblower SI - Stripper SS - Sweeper TC - Tractor, Track-type TF - Tractor, Wheel-type TH - Trencher VA - Vacuum Cleaner WE - Welder WD - Hydraulic Dump LF - Lift Boom LT - Light Tower of Construction Equipment	<b>Farm &amp; Garden Equipment:</b> GE - Generator GD - Grader HV - Harvester HL - Hay Bale Loader HY - Hay Baler HD - Hydraulic Dump LF - Lift Broom LD - Loader LK - Log Skidder MO - Mower, Riding or Garden Tractor MR - Mower-Conditioner DI - Potato Digger GN - Grain Trailer HO - Hopper HE - Horse Trailer HS - House Trailer LV - Law Enforcement LS - Livestock Rack LB - Lowboy or Lowbed Trailer MT - Motorcycle Trailer PT - Passenger Tram or Trailer LP - Pole Trailer RF - Refrigerated Van SC - Search and Rescue MK - Minibike MY - Minicycle MD - Moped MB - Motorbike	<b>Trucks:</b> EB - Enclosed Body, Removable Enclosure EN - Enclosed Body, Nonremovable Enclosure MV - Multi-wheel Vehicle OP - Open Body 3D - 3-Door 4D - 4-Door AM - Ambulance AR - Armored Truck BR - Beverage Rack BZ - Biohazard BA - Bulk Agriculture BU - Bus TM - Camper (Truck Mount) LL - Carry-all CB - Chassis and Cab CM - Concrete or Transit Mixer DP - Dump Truck FT - Fire Truck FB - Flatbed or Platform FR - Flatbed Truck GG - Garbage or Refuse GN - Grain Rack GR - Glass Rack HO - Hopper (Bottom Dump) LV - Law Enforcement LF - Lift Boom LS - Livestock Rack LG - Log LW - Lunch Wagon MH - Motorized Home PL - Pallet PK - Pickup PM - Pickup with Mounted Camper RF - Refrigerated Van SQ - Search and Rescue ST - Stake or Rack TN - Tanker TT - Tow Truck / Wrecker DS - Tractor Truck, Diesel TR - Tractor Truck, Gasoline VN - Van VC - Van Camper VT - Vanette WD - Weld Driller
<b>Automobiles:</b> AM - Ambulance BZ - Biohazard CH - Coach CV - Convertible CP - Coupe HT - Hardtop 2T - Hardtop, 2-door 4T - Hardtop, 4-door HB - Hatchback/Fastback 2H - Hatchback, 2-door 4H - Hatchback, 4-door AE - Aerial Platform AJ - Air Compressor AD - Asphalt Distributor BH - Backhoe BK - Backhoe / Loader BC - Brush Chipper BD - Bulldozer CO - Combine CI - Corn Picker CK - Cotton Picker CZ - Cotton Stripper DE - Detasseling Equipment FS - Fertilizer Spreader FD - Field Chopper FC - Flotation Chassis FL - Fork Lift AC - Auto Carrier TD - Auto Tow Dolly DY - Auxiliary Dolly BZ - Biohazard BT - Boat Trailer BA - Bulk Agriculture CL - Cable Reel CT - Camping CG - Converter Gear Trailer SB - Cooking Trailer DT - Dump Trailer FB - Flatbed or Platform LD - Loader LK - Log Skidder PV - Paver PR - Prime Mover RO - Roller SZ - Saw SC - Scraper SH - Shovel SO - Snowblower SI - Stripper SS - Sweeper TC - Tractor, Track-type TF - Tractor, Wheel-type TH - Trencher VA - Vacuum Cleaner WE - Welder WD - Hydraulic Dump LF - Lift Boom LT - Light Tower of Construction Equipment	<b>Farm &amp; Garden Equipment:</b> GE - Generator GD - Grader HV - Harvester HL - Hay Bale Loader HY - Hay Baler HD - Hydraulic Dump LF - Lift Broom LD - Loader LK - Log Skidder MO - Mower, Riding or Garden Tractor MR - Mower-Conditioner DI - Potato Digger GN - Grain Trailer HO - Hopper HE - Horse Trailer HS - House Trailer LV - Law Enforcement LS - Livestock Rack LB - Lowboy or Lowbed Trailer MT - Motorcycle Trailer PT - Passenger Tram or Trailer LP - Pole Trailer RF - Refrigerated Van SC - Search and Rescue MK - Minibike MY - Minicycle MD - Moped MB - Motorbike	<b>Trucks:</b> EB - Enclosed Body, Removable Enclosure EN - Enclosed Body, Nonremovable Enclosure MV - Multi-wheel Vehicle OP - Open Body 3D - 3-Door 4D - 4-Door AM - Ambulance AR - Armored Truck BR - Beverage Rack BZ - Biohazard BA - Bulk Agriculture BU - Bus TM - Camper (Truck Mount) LL - Carry-all CB - Chassis and Cab CM - Concrete or Transit Mixer DP - Dump Truck FT - Fire Truck FB - Flatbed or Platform FR - Flatbed Truck GG - Garbage or Refuse GN - Grain Rack GR - Glass Rack HO - Hopper (Bottom Dump) LV - Law Enforcement LF - Lift Boom LS - Livestock Rack LG - Log LW - Lunch Wagon MH - Motorized Home PL - Pallet PK - Pickup PM - Pickup with Mounted Camper RF - Refrigerated Van SQ - Search and Rescue ST - Stake or Rack TN - Tanker TT - Tow Truck / Wrecker DS - Tractor Truck, Diesel TR - Tractor Truck, Gasoline VN - Van VC - Van Camper VT - Vanette WD - Weld Driller						
<b>SPECIAL FUNCTION</b> 00 - No Special Function 01 - Taxi 02 - Vehicle Used as School Bus 03 - Vehicle Used as Other Bus 04 - Military 05 - Police 06 - Ambulance 07 - Fire Truck 08 - Emergency Services Vehicle 09 - Incident Response 99 - Unknown								
<b>EMERGENCY USE</b> 01 - Non-Emergency, Non-Transport 02 - Non-Emergency, Transport 03 - Emergency Operation, Emergency Warning Equipment not in Use 04 - Emergency Operation, Emergency Warning Equipment in Use 97 - Not Applicable 99 - Unknown								
<b>POSTED SPEED LIMIT</b> <input type="text" value="65"/> mph.								
<b>TRAFFICWAY DESCRIPTION</b> 00 - Non-Trafficway Area 01 - Two-Way, Not Divided 02 - Two-Way, Not Divided, With a Continuous Left Turn Lane 03 - Two-Way, Divided, Unprotected (Painted >4 Feet) Median 04 - Two-Way, Divided, Positive Median Barrier 06 - One-Way Trafficway 08 - Entrance/Exit Ramp 99 - Unknown								
<b>TOTAL THRU LANES</b> 00 - Non-Trafficway Area 01 - One Lane 02 - Two Lanes 03 - Three Lanes 04 - Four Lanes 05 - Five Lanes 06 - Six Lanes 07 - Seven or More Lanes 99 - Unknown								
<b>ROADWAY ALIGNMENT AND GRADE</b> <b>Horizontal Alignment:</b> 00 - Non-Trafficway Area 01 - Straight 02 - Curve Right 03 - Curve Left 04 - Curve - Unk Direction 99 - Unknown <b>Grade:</b> 00 - Non-Trafficway Area 01 - Level 02 - Grade, Unk Slope 03 - Hillcrest 04 - Sag (Bottom) 05 - Uphill 06 - Downhill 99 - Unknown								
<b>TRAFFIC CONTROL DEVICE WORKING</b> 00 - No Controls 01 - Device Not Functioning 02 - Device Functioning Improperly 03 - Device Functioning Properly 99 - Unknown								
<b>VEHICLE MANEUVER / ACTION PRIOR TO RECOGNITION OF CRITICAL EVENT</b> 00 - No Driver Present 01 - Going Straight 02 - Decelerating In Road 03 - Accelerating In Road 04 - Starting In Road 05 - Stopped In Road 06 - Passing Or Overtaking Another Vehicle 07 - Disabled Or "Parked" In Travel Lane 08 - Leaving A Parking Position 09 - Entering A Parking Position 10 - Turning Right 11 - Turning Left 12 - Making A U-Turn 13 - Backing Up (Other Than For Parking Position) 14 - Negotiating A Curve 15 - Changing Lanes 16 - Merging 17 - Successful Avoidance Maneuver To A Previous Critical Event 98 - Other: 99 - Unknown								
<b>BUS USE</b> 00 - Not a Bus 01 - School 04 - Intercity 05 - Charter/Tour 06 - Transit/Commuter 07 - Shuttle 08 - Modified for Personal/Private Use 98 - Other 99 - Unknown								



## ALASKA MOTOR VEHICLE COLLISION REPORT

SR #:

INCIDENT/CASE #

<b>MOTOR VEHICLE #</b> <input type="text"/> (cont.) <b>75</b>		(page 2 of 2)	
<b>INITIAL CONTACT POINT ON VEHICLE</b> <input type="text"/> <b>76</b>		<b>DAMAGED AREA(S)</b> <input type="text"/> <b>77</b>	
<b>00 - Non-Collision</b> <b>15 - Cargo Loss</b> <b>13 - Top</b> <b>99 - Unknown</b> <b>14 - Undercarriage</b>		<b>00 - No Damage</b> <b>08 - Disabling Damage</b> <b>02 - Minor Damage</b> <b>99 - Unknown</b> <b>04 - Functional Damage</b>	
<b>00 - No</b> <b>01 - Yes</b> <b>99 - Unk.</b> <b>78</b>		<b>00 - No</b> <b>01 - Yes</b> <b>99 - Unk.</b> <b>79</b>	
<b>00 - No</b> <b>01 - Yes</b> <b>99 - Unk.</b> <b>80</b>		<b>00 - No</b> <b>01 - Yes</b> <b>99 - Unk.</b> <b>81</b>	
<b>00 - No</b> <b>01 - Yes</b> <b>99 - Unk.</b> <b>82</b>		<b>00 - No</b> <b>01 - Yes</b> <b>99 - Unk.</b> <b>83</b>	
<b>MOST HARMFUL EVENT (this vehicle only)</b> <input type="text"/> <b>84</b>			
<b>SEQUENCE OF EVENTS (this vehicle only)</b> <input type="text"/> <b>85</b>			
<b>1st</b> <input type="text"/> <b>Non-Collision Harmful Events:</b> <b>01 - Rollover/Overturn</b> <b>02 - Fire/Explosion</b> <b>03 - Immersion, Full or Partial</b> <b>04 - Gas Inhalation</b> <b>05 - Fell/Jumped from Vehicle</b> <b>06 - Injured in Vehicle (Non-Collision)</b> <b>07 - Other Non-Collision</b> <b>16 - Thrown or Falling Object</b> <b>44 - Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)</b> <b>51 - Jackknife (harmful to this vehicle)</b> <b>72 - Cargo/Equipment Loss or Shift (harmful to this vehicle)</b>			
<b>Collision with Motor Vehicle In-Transport:</b> <b>12 - Motor Vehicle In-Transport</b> <b>54 - Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport</b> <b>55 - Motor Vehicle In Motion Outside the Trafficway</b>			
<b>Collision with Object Not Fixed:</b> <b>08 - Pedestrian</b> <b>09 - Pedalcyclist</b> <b>10 - Railway Vehicle</b> <b>11 - Live Animal</b> <b>14 - Parked Motor Vehicle</b> <b>15 - Non-Motorist on Personal Conveyance</b> <b>18 - Other Object (Not Fixed)</b> <b>45 - Working Motor Vehicle</b> <b>49 - Ridden Animal or Animal-Drawn Conveyance</b>			
<b>Non-Harmful Events:</b> <b>(For Sequence of Events Fields ONLY)</b> <b>62 - Separation of Units</b> <b>66 - Downhill Runaway</b> <b>69 - Re-entering Roadway</b> <b>63 - Ran Off Roadway-Right</b> <b>67 - Vehicle Went Airborne</b> <b>70 - Jackknife (non-harmful)</b> <b>64 - Ran Off Roadway-Left</b> <b>68 - Cross Centerline</b> <b>71 - Vehicle Set in Motion</b> <b>65 - Cross Median</b>			
<b>VEHICLE CONTRIBUTING CIRCUMSTANCE(S) (up to 2 choices)</b> <input type="text"/> <b>86</b>			
<b>00 - None</b> <b>08 - Signal Lights</b> <b>14 - Body, Doors</b> <b>01 - Tires</b> <b>09 - Other Lights</b> <b>15 - Truck Coupling / Trailer Hitch / Safety Chains</b> <b>02 - Brake System</b> <b>10 - Wipers</b> <b>16 - Safety Systems</b> <b>03 - Steering</b> <b>11 - Wheels</b> <b>98 - Other</b> <b>04 - Suspension</b> <b>12 - Mirrors</b> <b>99 - Unknown</b> <b>05 - Power Train</b> <b>13 - Windows / Windshield</b> <b>06 - Exhaust System</b> <b>07 - Head Lights</b>			
<b>HEADLIGHTS ON</b> <input type="text"/> <b>87</b> <b>00 - No</b> <b>01 - Yes</b> <b>99 - Unk.</b>			
<b>CONTRIBUTING CIRCUMSTANCE(S), ROAD (up to 3 choices)</b> <input type="text"/> <b>88</b>			
<b>00 - None</b> <b>08 - Work Zone (construction / maintenance / utility)</b> <b>01 - Backup Due to Prior Crash</b> <b>09 - Worn, Travel-Polished Surface</b> <b>02 - Backup Due to Prior Non-Recurring Incident</b> <b>10 - Obstruction in Roadway</b> <b>03 - Backup Due to Regular Congestion</b> <b>11 - Traffic Control Device Inoperative, Missing, or Obscured</b> <b>04 - Toll Plaza Related</b> <b>12 - Shoulders (none, low, soft, high)</b> <b>05 - Road Surface Condition (wet, icy, snow, slush, etc.)</b> <b>13 - Non-Highway Work</b> <b>06 - Debris</b> <b>98 - Other</b> <b>07 - Rut, Holes, Bumps</b> <b>99 - Unknown</b>			
<b>CARRIER (If this crash involves a carrier, forward a copy of the report to: Commercial Vehicle Operations, 11900 Industry Way, Anchorage, AK 99515)</b>			
<b>MOTOR CARRIER TYPE</b> <input type="text"/> <b>89</b> <b>01 - Interstate Carrier</b> <b>02 - Intrastate Carrier</b> <b>03 - Not in Commerce/Government</b> <b>04 - Not in Commerce/Other Truck (Over 10,000 lbs. GVWR/GCWR)</b> <b>97 - Not Applicable</b>		<b>IDENTIFICATION #</b> <input type="text"/> <b>90</b> <b>00 - None</b> <b>01 - Identification #</b> <b>97 - Not Applicable</b> <b>99 - Unknown</b>	
<b>ISSUING AUTHORITY</b> <input type="text"/> <b>91</b> <b>00 - None</b> <b>04 - Canada</b> <b>01 - State</b> <b>05 - Mexico</b> <b>02 - US DOT</b> <b>97 - Not Applicable</b> <b>03 - MC/MX</b> <b>99 - Unknown</b>		<b>CARRIER NAME SOURCE</b> <input type="text"/> <b>92</b> <b>00 - None</b> <b>01 - Driver/Vehicle</b> <b>02 - Log Book</b> <b>03 - Shipping Papers</b> <b>04 - Trip Manifest</b> <b>97 - Not Applicable</b>	
<b>CARRIER NAME</b> <input type="text"/> <b>93</b>		<b>ADDRESS</b> <input type="text"/> <b>94</b>	
<b>VEHICLE CONFIGURATION</b> <input type="text"/> <b>95</b> <b>01 - Single-Unit Truck (2-axle and GVWR &gt; 10,000 lbs.)</b> <b>02 - Single-Unit Truck (3 or more Axles)</b> <b>04 - Truck Pulling Trailer</b> <b>05 - Truck Tractor (Bobtail or Saddle-mount, without Trailer)</b> <b>06 - Truck Tractor/Semi-Trailer (One Trailer)</b> <b>07 - Truck Tractor/Double (Two Trailers)</b> <b>08 - Truck Tractor/Triple (Three Trailers)</b> <b>10 - Passenger Car (Only if Vehicle Has HM Placard)</b> <b>11 - Light Truck (Only if Vehicle Has HM Placard)</b> <b>19 - Truck More Than 10,000 lbs., Cannot Classify</b> <b>20 - Bus/Large Van (Seats for 9-15 People, Including Driver)</b> <b>21 - Bus (Seats for 16 People or More, Including Driver)</b> <b>97 - Not Applicable</b> <b>98 - Other</b> <b>99 - Unknown</b>		<b>CITY</b> <input type="text"/> <b>STATE</b> <input type="text"/> <b>ZIP</b> <input type="text"/> <b>COUNTRY</b> <input type="text"/> <b>PHONE</b> <input type="text"/>	
<b>HAZARDOUS MATERIALS (Cargo Only)</b> <input type="text"/> <b>96</b> <b>00 - No</b> <b>01 - Yes</b> <b>97 - Not Applicable</b>		<b>CARGO BODY TYPE(S) (up to 2 choices)</b> <input type="text"/> <b>97</b> <b>01 - Van/Enclosed Box</b> <b>11 - Intermodal Container Chassis</b> <b>02 - Cargo Tank</b> <b>12 - Vehicle Towing Another Vehicle</b> <b>03 - Flatbed</b> <b>22 - Bus (Seats for 9-15 People, Including Driver)</b> <b>04 - Dump</b> <b>23 - Bus (Seats for 16 People or More, Including Driver)</b> <b>05 - Concrete Mixer</b> <b>96 - No Cargo Body - (Bobtail, Light Motor Vehicle with Hazardous Materials [HM] Placard, etc.)</b> <b>06 - Auto Transporter</b> <b>97 - Not Applicable - (Motor Vehicle 10,000 lbs. or Less not Displaying HM Placard)</b> <b>07 - Garbage/Refuse</b> <b>98 - Other</b> <b>08 - Grain/Chips/Gravel</b> <b>99 - Unknown</b> <b>09 - Pole Trailer</b> <b>10 - Logging</b>	
<b>HAZARDOUS MATERIALS (Cargo Only)</b> <input type="text"/> <b>98</b> <b>00 - No</b> <b>01 - Yes</b> <b>97 - Not Applicable</b>		<b>Was Haz Mat Released from this Vehicle's Cargo?</b> <input type="text"/> <b>99</b> <b>00 - No</b> <b>01 - Yes</b> <b>97 - Not Applicable</b>	

## Appendix A

## ALASKA MOTOR VEHICLE COLLISION REPORT

SR #:

INCIDENT/CASE #

PERSON # <input type="text"/> 99	MOTOR VEHICLE # <input type="text"/> 100 <small>(for person types 01, 02, 03 &amp; 09)</small>	MOST CONTRIBUTING UNIT 00 - No 01 - Yes <input type="text"/> 101	(page 1 of 2)
<b>PERSON TYPE</b> <div style="display: flex; justify-content: space-between;"> <div> <b>MOTORISTS</b>            01 - Driver of a Motor Vehicle In-Transport            02 - Passenger of a Motor Vehicle In-Transport            09 - Unknown Person Type in a Motor Vehicle In-Transport         </div> <div> <b>NON - MOTORISTS</b>            03 - Occupant of a Motor Vehicle Not In-Transport            04 - Occupant of a Non-Motor Vehicle Transport Device            05 - Pedestrian            06 - Bicyclist         </div> <div>           07 - Other Cyclist            08 - Person on Personal Conveyance            10 - Person In/On Building            19 - Unknown Type of Non-Motorist         </div> </div>			
FULL NAME (Last, First, Middle, Suffix)		SEX 01 - Male 02 - Female 99 - Unknown	<input type="text"/> 102
MAILING ADDRESS		CITY	STATE ZIP
<input type="text"/> 105		<input type="text"/> 106	<input type="text"/> 107 <input type="text"/> 108
PHYSICAL ADDRESS		CITY	STATE ZIP
<input type="text"/> 109		<input type="text"/> 110	<input type="text"/> 111 <input type="text"/> 112
CONTACT PHONE	DOB	OL / DL #	STATE APSIN ID #
<input type="text"/> 113	<input type="text"/> 114	<input type="text"/> 115	<input type="text"/> 116 <input type="text"/> 117
INJURY STATUS		SOURCE OF TRANSPORT TO FIRST MEDICAL FACILITY	
00 - No Apparent Injury 01 - Possible Injury 02 - Suspected Minor Injury 03 - Suspected Serious Injury 04 - Fatal Injury (Killed) 06 - Died Prior to Crash 99 - Unknown		00 - Not Transported 01 - EMS Air 02 - Law Enforcement 03 - EMS Unk. Mode 04 - Transported Unk. Source 05 - EMS Ground 98 - Other 99 - Unknown	
<input type="text"/> 118		<input type="text"/> 119	
CONTRIBUTING ACTION(S) / CIRCUMSTANCE(S) AT TIME OF CRASH (up to 4 choices)		EMS VEHICLE AGENCY ID	
00 - No Contributing Action / Circumstance 01 - Ran Off Roadway 02 - Failed to Yield Right-of-Way 03 - Ran Red Light 04 - Ran Stop Sign 05 - Failure to Obey Other Traffic Signs, Signals, Officer etc. 06 - Failure to Signal Intentions 07 - Disregarded Other Road Markings 08 - Improper Turn 09 - Improper Merge 10 - Improper Backing 11 - Improper Passing 12 - Passing with Insufficient Distance or Inadequate Visibility 13 - Failure to Yield to Overtaking Vehicle 14 - Improper or Erratic Lane Changing 15 - Making Improper Entry to or Exit from Trafficway		16 - Wrong Side or Wrong Way 17 - Followed Too Closely 18 - Failed to Keep in Proper Lane 19 - Operated Motor Vehicle in an Inattentive, Careless, Erratic, or Negligent Manner 20 - Operated Motor Vehicle in a Reckless or Aggressive Manner 21 - Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway, etc. 22 - Over-Correcting / Over-Steering 23 - Reaction to or Failure to Take Drugs / Medication 24 - Unlawful Driving on Sidewalk or Pathway 25 - Improper / Unsecure Load (with Passengers or Cargo) 26 - Towing or Pushing Improperly 27 - Operating Without Required Equipment 28 - Interference with Driver 29 - Construction / Maintenance / Utility Worker	
<input type="text"/> 120		<input type="text"/> 121	
SPEEDING SUSPECTED		VISUAL OBSTRUCTION	
00 - No 01 - Racing 02 - Exceeded Speed Limit		03 - Too Fast for Conditions 97 - Not Applicable 99 - Unknown	
<input type="text"/> 124		<input type="text"/> 125	
RESTRAINT SYSTEM / SAFETY EQUIPMENT(S) (up to 4 choices)		MIS-USE	
01 - Shoulder Belt Only Used 02 - Lap Belt Only Used 03 - Shoulder and Lap Belt Used 04 - Child Restraint System - Forward Facing 05 - Child Restraint System - Rear Facing 06 - Child Restraint Type Unknown 07 - Booster Seat 08 - Restraint Used - Type Unknown 09 - Reflective Equipment / Clothing (Jacket, Backpack, etc.) 10 - Protective Clothing / Pads (Elbows, Knees, Shins, etc.) 11 - Lighting 12 - DOT-Compliant Motorcycle Helmet 13 - Helmet, Other than DOT-Compliant Motorcycle Helmet 14 - Helmet, Unknown if DOT-Compliant Motorcycle Helmet		15 - No Helmet 16 - No Restraint System Used 17 - No Safety Equipment Used 96 - Other Restraint System 97 - Other Safety Equipment 98 - Unknown if Helmet Worn 99 - Unknown if Used	
<input type="text"/> 126		<input type="text"/> 127	
DISTRACTED BY		CONDITION(S) AT TIME OF CRASH (up to 2 choices)	
00 - Not Distracted 01 - Manually Operating an Electronic Communication Device (Texting, Typing, Dialing) 02 - Talking on Hand-Free Electronic Device 03 - Talking on Hand-Held Electronic Device 04 - Other Activity, Electronic Device (Navigation Device, DVD Player, etc.) 05 - Passenger 06 - Other Inside the Vehicle (Eating, Personal Hygiene, etc.) 07 - Outside the Vehicle (Includes Unspecified External Distractions) 97 - Not Applicable 99 - Unknown if Distracted		00 - None/Apparently Normal 01 - Ill, Blackout 02 - Asleep or Fatigued 03 - Walking with a Cane or Crutches 04 - Paraplegic Or Restricted to Wheelchair 05 - Impaired Due To Previous Injury 06 - Deaf 07 - Blind 08 - Emotional (depressed, angry, disturbed, etc.) 09 - Under the Influence of Alcohol, Drugs or Medication 10 - Physical Impairment 98 - Other 99 - Unknown If Impaired	
<input type="text"/> 128		<input type="text"/> 129	
ALCOHOL SUSPECTED	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST RESULT
00 - No 01 - Yes 99 - Unknown	00 - Test Not Given 01 - Test Refused 02 - Test Given 99 - Unknown if Tested	00 - Test Not Given 01 - Blood "BAC" 02 - Breathalyzer "BrAC" 04 - Vitreous 05 - Blood Plasma/Serum 10 - Preliminary Breath Test (PBT) 97 - Other Test Type 98 - Unknown Test Type 99 - Unknown if Tested	00 - Test Not Given 01 - Test Given - Reading Value: 99 - Unknown if Tested
<input type="text"/> 130	<input type="text"/> 131	<input type="text"/> 132	<input type="text"/> 133

# Appendix A

## ALASKA MOTOR VEHICLE COLLISION REPORT

SR #:

INCIDENT/CASE #

### WITNESSES TO THIS CRASH

FULL NAME (Last, First, Middle, Suffix)			SEX		171		OL / DL #		STATE	
170			01 - Male 02 - Female 99 - Unk.				172		173	
DOB	PHYSICAL ADDRESS	CITY	STATE	ZIP	CONTACT PHONE			APSIN ID #		
174	175	176	177	178	179			180		
FULL NAME (Last, First, Middle, Suffix)			SEX				OL / DL #		STATE	
			01 - Male 02 - Female 99 - Unk.							
DOB	PHYSICAL ADDRESS	CITY	STATE	ZIP	CONTACT PHONE			APSIN ID #		
FULL NAME (Last, First, Middle, Suffix)			SEX				OL / DL #		STATE	
			01 - Male 02 - Female 99 - Unk.							
DOB	PHYSICAL ADDRESS	CITY	STATE	ZIP	CONTACT PHONE			APSIN ID #		
FULL NAME (Last, First, Middle, Suffix)			SEX				OL / DL #		STATE	
			01 - Male 02 - Female 99 - Unk.							
DOB	PHYSICAL ADDRESS	CITY	STATE	ZIP	CONTACT PHONE			APSIN ID #		
FULL NAME (Last, First, Middle, Suffix)			SEX				OL / DL #		STATE	
			01 - Male 02 - Female 99 - Unk.							
DOB	PHYSICAL ADDRESS	CITY	STATE	ZIP	CONTACT PHONE			APSIN ID #		
FULL NAME (Last, First, Middle, Suffix)			SEX				OL / DL #		STATE	
			01 - Male 02 - Female 99 - Unk.							
DOB	PHYSICAL ADDRESS	CITY	STATE	ZIP	CONTACT PHONE			APSIN ID #		
FULL NAME (Last, First, Middle, Suffix)			SEX				OL / DL #		STATE	
			01 - Male 02 - Female 99 - Unk.							
DOB	PHYSICAL ADDRESS	CITY	STATE	ZIP	CONTACT PHONE			APSIN ID #		
FULL NAME (Last, First, Middle, Suffix)			SEX				OL / DL #		STATE	
			01 - Male 02 - Female 99 - Unk.							
DOB	PHYSICAL ADDRESS	CITY	STATE	ZIP	CONTACT PHONE			APSIN ID #		
FULL NAME (Last, First, Middle, Suffix)			SEX				OL / DL #		STATE	
			01 - Male 02 - Female 99 - Unk.							
DOB	PHYSICAL ADDRESS	CITY	STATE	ZIP	CONTACT PHONE			APSIN ID #		
FULL NAME (Last, First, Middle, Suffix)			SEX				OL / DL #		STATE	
			01 - Male 02 - Female 99 - Unk.							
DOB	PHYSICAL ADDRESS	CITY	STATE	ZIP	CONTACT PHONE			APSIN ID #		
FULL NAME (Last, First, Middle, Suffix)			SEX				OL / DL #		STATE	
			01 - Male 02 - Female 99 - Unk.							
DOB	PHYSICAL ADDRESS	CITY	STATE	ZIP	CONTACT PHONE			APSIN ID #		

## Appendix A

### ALASKA MOTOR VEHICLE COLLISION REPORT

SR #:

INCIDENT/CASE #

ATTACHMENT / IMAGE #

181

Attachment Description

182

ATTACHMENT / IMAGE #

Attachment Description



## **APPENDIX B - 12-200 Electronic Report**

# Appendix B

## ALASKA MOTOR VEHICLE COLLISION REPORT

SR #:

INCIDENT/CASE #

### OFFICER / AGENCY INFORMATION

Officer Name:

Officer Perm ID:

Agency:

Reviewing  
Officer Perm ID:

Review Date:

### CRASH INFORMATION - (One choice per field unless otherwise noted - Other\* should be explained in narrative)

Law Enforcement Use Only:

Crash Date:

Crash Day:

Crash Time Unknown: ☐

Crash Time:

<b>CRASH CLASSIFICATION</b>		Property: -	Location: -		In Parking Lot: <input type="checkbox"/>
<b>CRASH LOCATION</b>		Lat:	Long:	Crash City / Place:	
County / Borough:					
On:		Street/nearest street, bridge, etc.:			
Photos Taken: -		Non-Vehicular Property Damage: -		Most Contributing Unit Known: -	
Total Witnesses:	Total Motorized Units:	Total Non-Motorized Units:	Total Motorists:	Total Non-Motorists:	
First Harmful Event: -					
Location of First Harmful Event Relative to Trafficway: -					
Manner of Collision Impact: -					
Weather: -		Light Condition: -			
Roadway Surface Condition: -					
Contributing Circumstances, Environment Conditions: -					
<b>RELATION TO JUNCTION</b>		Within Interchange Area: -			
Specific Location: -					
Intersection Type: -		School Bus Related: -			
<b>WORK ZONE RELATED</b>		Work Zone: -		Location of the Crash: -	
Type of Workzone: -		Workers Present: -			
Law Enforcement Present: -					
<b>CRASH DESCRIPTION</b>			<b>CRASH DIAGRAM</b>		
			<input type="checkbox"/> Check if supplemental diagram		

# Appendix B

## ALASKA MOTOR VEHICLE COLLISION REPORT

SR #:

INCIDENT/CASE #

### MOTOR VEHICLE INFORMATION

Motor Vehicle #		Most Contributing Unit: -		Total Number of People in Vehicle:	
Motor Vehicle Type:		Driver Presence: -			
VIN:	License Plate #	State:	Registration Year:	Color:	
Make:	Model:	Model Year:			
<b>OWNER INFORMATION</b>					
Vehicle Owner Name (Last, First, Middle, Suffix):			Mailing Address:		
City:	State:	Zip:	Contact Phone:		
Body Type: -		Special Function: -			
Emergency Use: -		Posted Speed Limit: mph.			
Direction of Travel: -		Traffway Description: -			
Total Thru Lanes: -		Roadway Horizontal Alignment: -		Grade: -	
Traffic Control Device Type: -					
Traffic Control Device Working: -					
Vehicle Maneuver/Action Prior to Recognition of Critical Event: -					
Bus Use: -					
<b>DAMAGE INFORMATION</b>					
Initial Contact Point on Vehicle:		Damaged Area(s):		Undercarriage Damage: -	
				Damage > \$501: - Extent Of Damage: -	
00 - Non-Collision 13 - Top 14 - Undercarriage		15 - Cargo Loss 99 - Unknown		Vehicle Removal: - Towed By: Hit and Run: -	
<b>MOST HARMFUL EVENT</b>					
-					
<b>SEQUENCE OF EVENTS</b>					
1st: -					
2nd: -					
3rd: -					
4th: -					
Vehicle Contributing Circumstances: -		Headlights On: -			
Contributing Circumstances: -					
<b>CARRIER</b> (If this crash involves a carrier, forward a copy of the report to: Commercial Vehicle Operations, 11900 Industry Way, Anchorage, AK 99515)					
Motor Carrier Type: -		Identification #: -			
Issuing Authority: -	Issuing State:	Carrier Name Source: -			
Carrier Name:		Address:			
City:	State:	Zip:	Country:	Phone:	
GVWR / GCWR: -	Vehicle Configuration: -				
Cargo Body Type: -					
<b>HAZARDOUS MATERIALS (CARGO ONLY)</b>					
Involvement: -	Placard Displayed: -	HM 4-Digit #:	HM Class #:	Haz Mat Released: -	

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## Appendix B

### ALASKA MOTOR VEHICLE COLLISION REPORT

SR #:

INCIDENT/CASE #

#### PERSON INFORMATION

Person #	Motor Vehicle # :	Most Contributing Unit:	-
Person Type: -			
Full Name (Last, First, Middle, Suffix):			Sex: -
Mailing Address:	City:	State:	Zip:
Physical Address:	City:	State:	Zip:
Contact Phone:	DOB:	OL / DL #:	State: APSIN ID #:
Injury Status: -		Source of Transport to First Medical Facility: -	
EMS Vehicle Agency ID:		EMS Run #:	
Name of Medical Facility:			
Contributing Action(s) / Circumstance(s) at Time of Crash: -			
Speeding Suspected: -		Visual Obstruction: -	
Restraint System / Safety Equipment(s) : -			
Restraint Mis-Use: -		Distracted By: -	
Condition at Time of Crash: -			
Alcohol Suspected: -	Alcohol Test Status: -	Alcohol Test Type: -	
Alcohol Test Result: -	Reading Value:		
Drugs Suspected: -	Drug Test Status: -	Drug Test Type: -	
Drug Test Result: -	Drugs Detected: -		
Charges:		Total Charges for this Person:	
<b>Fill these only for person type 01 (DRIVERS only)</b>			
CDL: -	DL Class(es):	Non-CDL Status: -	CDL Status: -
License Compliance with Class of Vehicle: -		DL Endorsement(s):	
Compliance with CDL Endorsement(s): -		Driver License Restriction(s) :	
Compliance with Driver's License Restriction(s) : -			
Insurance Coverage: -	Insurance Company:	Insurance Policy #:	
NFR: -			
<b>Fill these only for person types 01, 02, 03, 04 and 09</b>			
Row: -	Seat: -		
Other Location: -	Airbag Deployed: -		
Ejection: -	Ejection Path: -	Extrication: -	
<b>Fill these only for person types 04, 05, 06, 07, 08, 10 and 19</b>			
Collision with Motor Vehicle Unit #:			
Direction of Travel: -			
Action(s)/Circumstance(s) Prior to Crash: -			
Going to or from School (K-12) : -			
Traffic Control Device Type: -			
Location at Time of Crash: -			

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## Appendix B

### ALASKA MOTOR VEHICLE COLLISION REPORT

SR #:

INCIDENT/CASE #

#### CHARGES FOR THIS CRASH

Person #

Citation Issued: ☐

Citation Number:

Charge:

#### WITNESSES TO THIS CRASH

Full Name (Last, First, Middle, Suffix):

Sex:

-

OL / DL # :

State:

DOB:

Physical Address:

City:

State:

Zip:

Contact Phone:

APSIN ID # :

#### ATTACHMENT / IMAGE #

Attachment Description

## **APPENDIX C – Unstabilized Situation**

## **Unstabilized situation:**

An unstabilized situation is a set of events not under human control. It originates when control is lost and terminates when control is regained or, in the absence of persons who are able to regain control, when all persons and property are at rest.

Exclusions:

— Sets of events which are the result of deliberate intent or legal intervention

Examples:

- 1) If intentional acts cause injury or damage beyond that reasonably to be expected from the acts, the unexpected injury or damage is not the result of deliberate intent. There is, therefore, an unstabilized situation unless the contrary can be clearly established.
- 2) In a motor vehicle crash live electric wires fall on a motor vehicle, but there is no injury from the electric current while the occupants remain in the motor vehicle. The unstabilized situation ends with the occupants in a temporary position of safety.

Any subsequent injury resulting from attempts by the occupants to leave the motor vehicle, or attempts by others to rescue the occupants, is a part of a new unstabilized situation.

- 3) In a motor vehicle crash the occupants of the motor vehicle are carried or thrown into water, but there is no injury from the submersion and the occupants reach a temporary position of safety. At this point the unstabilized situation has ended.

Any subsequent injury from attempts by the occupants to reach shore, or from attempts by others to rescue the occupants is part of a new unstabilized situation.

- 4) In a motor vehicle crash objects are loosened but remain in place until all persons are removed from danger from objects that might fall or roll. No property damage would result if the objects fell or rolled. This ends the unstabilized situation. Any subsequent injury attributable to the fall or roll of the loosened objects is not part of the original unstabilized situation.
- 5) In a motor vehicle crash the motor vehicle catches on fire and is burning, but all occupants have been rescued and the fire is under control. No additional property damage is expected. This is the end of the unstabilized situation. If the heat of the fire ignites nearby combustible materials, any subsequent injury or damage from the induced ignition is not a part of the original unstabilized situation.
- 6) In a motor vehicle crash an involved motor vehicle carrying explosive materials is stopped and occupants and bystanders are removed from the scene. At this point the unstabilized situation is ended. If the explosive materials detonate during later

## Appendix C

attempts to remove or salvage them, any injury or damage resulting from the explosion is not a part of the original unstabilized situation.

- 7) A pedestrian is struck by a motor vehicle in-transport which leaves the scene. The pedestrian comes to rest in the roadway. Any subsequent injury resulting from contact with another motor vehicle in-transport is part of a new unstabilized situation.
- 8) A pedestrian is struck by a motor vehicle and thrown into the path of another motor vehicle and the pedestrian is struck a second time before coming to rest. There is only one unstabilized situation.
- 9) A motor vehicle in-transport brakes, attempting to avoid a pedestrian crossing the roadway. The motor vehicle in-transport strikes the pedestrian.

At the same time (i.e., when the first vehicle started to brake and before it came to rest), a second motor vehicle in-transport swerves to avoid a collision with the braking vehicle, striking a utility pole. The two motor vehicles in-transport do not strike each other, but these events are all within one unstabilized situation.

NOTE — if thorough investigation fails to establish whether an accident scene is the result of one or more unstabilized situations, then it should be treated as a single unstabilized situation.

**Cataclysm:** A cataclysm is an avalanche landslide/mudslide, hurricane, cyclone, downburst, flood, torrential rain, cloudburst, lightning, tornado, tidal wave, earthquake or volcanic eruption.